

DOMINION OF CANADA

SUPPLEMENT

TO

REPORT OF DEPARTMENT OF TRADE AND
COMMERCE

FOR THE

Fiscal Year ended June 30, 1905



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1906

The Right Honourable

Sir RICHARD CARTWRIGHT, G.C.M.G.,
Minister of Trade and Commerce,
Ottawa.

SIR,—Referring to a paragraph on page XV. in the Annual Report of this Department for the fiscal year ended June 30, last, in which it was stated that under the heading of Mail Subsidies and Steamship Subventions a statement of details as regards routes, vessels employed, &c., under the various contracts would be compiled and published as a supplement or appendix to the Report, I now beg to hand to you such promised statement of details as will fully explain not only the estimates for the coming fiscal year, but also the expenditure for the last fiscal year as shown on page 783 of such Annual Report.

I have the honour to be, sir,
Your obedient servant,

W. G. PARMELEE,
Deputy Minister.

EXPLANATION OF ESTIMATES for the nine months ending March 31, 1907, as compared with those for the Year ending June 30th, 1906, with statements of Services rendered and Expenditures to December 31, 1905, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted..... \$934,132 00

No. of Vote.	Service.	1905-6.	9 Months ending March 31, 1907.
		\$ cts.	\$ cts.
145	Ocean and mail service between Great Britain and Canada.....	260,000 00	225,000 00
146	Steam service between Halifax, St. John's, Newfoundland and Liverpool, from July 1, 1906 to March 31, 1907.....	20,000 00	15,000 00
147	Steam service between St. John, N.B., and Glasgow, during the winter of 1906-7.....	15,000 00	15,000 00
148	Steam service between St. John, N.B., Dublin and Belfast, during the winter of 1906-7.....	7,500 00	7,500 00
149	A line or lines of steamers to run between St. John, Halifax and London.....	40,000 00	30,000 00
150	Steam communication between St. John and Digby, from July 1, 1906 to March 31, 1907.....	12,500 00	9,375 00
151	A line or lines of steamers to run between St. John and Halifax or either and the West Indies and South America.....	80,700 00	60,525 00
152	Steam service between Victoria and San Francisco.....	5,000 00	3,750 00
153	Steam communication between Halifax and Newfoundland via Cape Breton ports.....	2,000 00	2,000 00
154	Steam communication during the season of 1906, i.e., from the opening to the closing of navigation, between the mainland and the Magdalen Islands.....	15,000 00	15,000 00
155	Steam communication during the season of 1906, i.e., from the opening to the closing of navigation, between Prince Edward Island and the mainland.....	12,500 00	12,500 00
156	Steam communication from July 1, 1906 to March 31, 1907, between Grand Manan and the mainland.....	5,000 00	3,750 00
157	Steam communication during the year 1906, i.e., for not less than 52 full round weekly trips between St. John and Halifax via Yarmouth and other way ports.....	10,000 00	10,000 00
158	Steam communication during the season of 1906, i.e., from the opening to the closing of navigation, between St. John and Minas Basin ports.....	3,000 00	3,000 00
159	Steam communication from July 1, 1906 to March 31, 1907, between Pictou, Murray Harbour, Georgetown and Montague Bridge.....	1,200 00	900 00
160	Steam communication from July 1, 1906 to March 31, 1907, between Quebec and Gaspé Basin, touching at intermediate ports.....	8,500 00	6,375 00
161	Steam communication between a port or ports in Prince Edward Island and a port or ports in Great Britain.....	7,000 00	7,000 00
162	Direct fortnightly steam service between Montreal, Quebec and Manchester, England, during the summer season, and between St. John, Halifax and Manchester, during the winter season..	35,000 00	26,250 00
163	Direct monthly steam communication between Canada and South Africa.....	146,000 00	109,500 00
164	Steam communication during the season of 1906-7, between Baddeck, Grand Narrows, Iona, Big Pond and East Bay.....	5,000 00	3,750 00
165	Steam communication during the season of 1906, i.e., from the opening to the closing of navigation, between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes.....	6,000 00	6,000 00
166	Steam communication during the season of 1906, i.e., from the opening to the closing of navigation, between Gaspé Basin and Dalhousie or Campbellton.....	15,000 00	15,000 00
	Carried forward.....	711,900 00	587,175 00

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XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—*Concluded.*

No. of Vote.	Service.	1905-6.	9 Months ending March 31, 1907.
		\$ cts.	\$ cts.
	Brought forward.....	711,900 00	587,175 00
167	Steam communication during the season of 1906, i.e., from the opening to the closing of navigation, between Pictou and Cheticamp.....	2,000 00	2,000 00
168	Steam communication from April 1, 1906 to March 31, 1907, between Port Mulgrave and Canso, and between Port Mulgrave and Guysboro, and from the opening to the closing of navigation in 1906, between Port Mulgrave, Margaree and Cheticamp.....	8,000 00	8,000 00
169	Steam service during season of 1906, between Sydney and Whycomagh.....	1,000 00	1,000 00
170	Steam service during the year 1906, between St. Stephen, N.B., St. Croix, River Points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L'Etete or Black Bay.....	3,000 00	3,000 00
171	Steam service during the year 1906, between Quebec and Blanc Sablon, calling at ports and places along the northern shore of the River St. Lawrence between such terminals.....	20,000 00	20,000 00
172	Steam service during the season of 1906 between Sydney, C.B., and Bay St. Lawrence, calling at way ports.....	1,500 00	1,500 00
173	Weekly service between Halifax and Canso from July 1, 1906, to March 31, 1907.....	4,000 00	3,000 00
174	Winter steam navigation service during winter of 1906-7 between Quebec and St. Lawrence harbours down to Murray Bay and River Ouelle.....	12,000 00	12,000 00
175	Summer service between Murray Bay and River Ouelle.....	6,000 00	6,000 00
176	Steam service between Victoria, Vancouver, way ports and Skagway.....	12,500 00	9,375 00
177	Steam service between Victoria and West Coast of Vancouver Island.....	5,000 00	3,750 00
178	Steam communication between Prince Edward Island, Cape Breton and Newfoundland.....	8,000 00	8,000 00
179	Steam service between Canada and Australia.....	170,000 00	135,382 00
180	Steam service between Paspebiac and Gaspé Basin during the months of December, 1906, and January, 1907.....	3,000 00	3,000 00
181	Steam service between St. Catherine's Bay and Tadousac during winter of 1906-7.....	2,000 00	2,500 00
182	Steam service between Petit de Grat and the I.C.R. terminus at Mulgrave.....	3,000 00	2,250 00
183	Steamboat service between Canada and Mexico.....	100,000 00	75,000 00
184	Steam service between St. John, N.B., Westport and other way ports.....	1,500 00	1,125 00
185	Steam communication between St. John, Digby, Annapolis and Granville, viz., along the west side of the Annapolis Basin....	1,500 00	1,125 00
186	Steam service between Annapolis and London or Hull, England, or both.....	5,000 00	5,000 00
187	Steam communication between St. John and ports in Cumberland Basin.....	3,000 00	2,250 00
188	Steamboat service between Canada and New Zealand.....	50,000 00	37,500 00
189	Steam communication between Port Essington, B.C., and the Queen Charlotte Islands for the fiscal year 1906-7.....	600 00	450 00
190	For a steamship service on the Petitcodiac River between Moncton and way ports, and a port or ports on the west coast of the county of Cumberland, in the province of Nova Scotia.....	2,000 00	1,500 00
191	Steam communication between St. John, Digby, Bear River and Clementsport.....	1,500 00	1,125 00
192	Steam communication between Newcastle, Neguac and Escuminac and calling at all intermediate points on the Miramichi River and Miramichi Bay.....	1,500 00	1,125 00
	<i>Appropriations not required for 1906-7.....</i>	4,821 43	.....
		I,144,321 43	934,132 00
	AUTHORIZED BY STATUTE.		
	Canada, China and Japan.....	73,000 00	54,750 00
	Canada and France.....	133,333 33	100,000 00
		I,350,654 76	I,088,882 00

EXPLANATIONS AS REGARDS THE SERVICES RUN OR BEING RUN
DURING THE YEAR TO JUNE 30, 1906, AND OF THOSE IN CONTEM-
PLATION FOR THE NINE MONTHS TO MARCH 1907.

NOTE.—The numbers following correspond with those of the votes in the estimates as above.

145.

The service as at present run is under terms of a contract entered into with Messrs. H. & A. Allan, as representing the Allan Line Steamship Company, Limited, bearing date November 2, 1903, and which expires on August 1, 1906. The principal provisions inter alia are as follows:—

1. 'The contractors owning or controlling in their capacity aforesaid the steamers *Bavarian*, *Tunisian*, *Ionian* and *Parisian*, together with two steamers in course of construction of guaranteed seventeen knot effective speed, one of which is to be delivered and ready to commence running on the service hereinafter described during the month of August next following the date of these presents, and the second one on or before the opening of navigation on the River St. Lawrence in the spring of the year one thousand nine hundred and five, will with the assistance, until the aforesaid seventeen knot steamers are ready for the service and at such times thereafter during the winter season as may be necessary, of the steamers *Ionian*, *Corinthian*, *Sicilian* and *Pretorian*, or such of them as are necessary for the effectual running of the service in manner hereinafter set forth, run a regular weekly service between Canada and Great Britain from the opening of navigation on the said River St. Lawrence in the month of April. one thousand nine hundred and four, until the first day of the month of August, one thousand nine hundred and six, unless sooner terminated under the provisions of section nineteen hereof.

2. 'The service herein agreed on the part of the contractors to be performed shall be run between the port of Liverpool in England, and during the season of open navigation on the River St. Lawrence, the port of Quebec in Canada, with the option on the part of the contractors of continuing each west bound voyage to the port of Montreal, and during the season of closed navigation on the said River St. Lawrence between the said port of Liverpool and excepting as hereinafter provided the port of St. John in the province of New Brunswick; one of the said steamers sailing from Liverpool each Thursday for Quebec or St. John as the case may be, calling at Moville in Ireland for the embarkation of the mails, and at Rimouski in the province of Quebec when en route to Quebec or at Halifax in the province of Nova Scotia when en route to St. John, for the landing of such mails; and sailing on all east bound voyages on each Saturday, and when from Quebec calling at Rimouski aforesaid or when from St. John at Halifax aforesaid, for the embarkation of the mails, and at Moville for the landing of the same; it being understood and agreed that if from any cause it should prove impossible for the steamers running the service to secure sufficient cargo at St. John aforesaid during the winter season, the minister may in his discretion relieve them from the obligation of starting from or proceeding to that port.

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3. 'The contractors bind themselves to run the steamers hereinbefore referred to in respect of the time to be occupied in performing the several voyages from port to port as follows, viz.:—Between Moville and Rimouski and vice versa by the seventeen knot steamers during the summer season, i.e., between the first day of June and the first day of November in each year covered by this agreement, in six days, and during the balance of the season of open navigation and between Moville and Halifax and vice versa, in six and one-half days; and as regards the *Tunisian* and the *Bavarian*, the time occupied during each summer season as above defined shall not exceed seven days and during the balance of each year seven and one-half days; and as regards the other steamers employed on the service, the time occupied during each summer season as above defined, shall not exceed seven and one-half days, and during the balance of each year eight days. It is understood and agreed to be a condition of this contract that if, during any quarter as hereinbefore specified, the mails shall not be conveyed from Rimouski or Halifax as aforesaid to Moville, or from Moville to Rimouski or Halifax, within the average time stipulated for each of the three classes of steamers (the two seventeen knot steamers, the *Tunisian* and *Bavarian*, and the other steamers, the *Parisian*, *Ionian*, *Pretorian* and the *Sicilian*), then and so often as the same shall happen, there shall be deducted from the subsidy which but for this provision would be payable to the contractors for the said quarter, a sum equal to one per cent of such subsidy for every hour by which the average time actually occupied in the conveyance of such mails shall have exceeded the average time of transit stipulated for in this contract; provided however, that the total amount of the sum deducted in respect of such default or failure, as hereinbefore mentioned in the delivery of such mails, shall not exceed the full sum allowed for the quarter or period in question. It is further understood and agreed that each of the seventeen knot steamers, as well as the *Bavarian* and *Tunisian*, shall make at least ten complete round voyages during each twelve months.

4. 'It is understood and agreed that each steamer while run under this contract shall be fitted with adequate cold storage accommodation to the satisfaction of the minister.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of two thousand pounds (£2,000) for each full round voyage between Liverpool and Quebec and return or between Liverpool and St. John and return, run by the seventeen knot steamers; and one thousand pounds (£1,000) for each similar round voyage run by the *Bavarian* or *Tunisian*; and for each round voyage of the *Parisian*, *Ionian*, *Sicilian* or *Pretorian* when so employed between Liverpool and Quebec and return, at the rate of five hundred pounds (£500), and when so employed between Liverpool and St. John at the rate of seven hundred and fifty pounds (£750); but the minister may in his discretion make a reduction in the amount of subsidy payable in the event of any voyage beginning or ending at Halifax instead of at St. John as provided under section one of this agreement, such reduction, however, not to exceed the proportion which such shortened voyage bears to the whole voyage; such subsidy being payable for all voyages fully run and completed at the end of each quarter, that is, at the close of the months of June, September, December and March occurring during the continuance of this contract; provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to dates of sailing, speed and duration of voyage, have been in all respects faithfully observed

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and carried out, according to the true intent and meaning of these presents; and it is a further condition of this contract that the contractors shall on the completion of each voyage furnish the minister with such certified extracts from the steamer's log together with track charts of the voyage as will enable him to determine whether the service on such voyage has been within the requirements of this contract.

6. 'It is understood and agreed that at Rimouski the mails are to be delivered to and received from a tender supplied by the postal authorities of Canada, notwithstanding any provisions in section eight of this contract.

6a. 'It is understood and agreed that whenever on any occasion the voyage is not run and completed within the time specified, the contractors shall submit such evidence in explanation of the cause of delay to the minister as will enable him to determine whether the circumstances were such as might be considered a breach of this contract. In the event of any steamer being delayed for reasons beyond the control of the contractors to such extent as to cause her to take longer time in making the voyage than the average called for by the contract, the minister may at his discretion omit the voyage in question in calculating the average for the period in which such delay occurred, or may deduct the period of such delay from the actual duration of the voyage.

7. 'The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully sea-worthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the services which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the routes specified; and shall at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

8. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call, shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

19. 'It is declared to be the true intent and meaning of these presents that the minister shall have the right at any time during the continuance of this contract, upon thirty days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

The ss. *Bavarian* above referred to, is shown in the Mercantile Navy List as having been built at Dumbarton in 1899 of steel and registered at Glasgow the same year; length, 501 feet 1 inch; breadth, 59 feet 3 inches; depth of hold, 39 feet 8 inches; net tonnage 6,714; gross tonnage, 10,387; 598 nominal horse power.

The ss. *Tunisian* was built at Linthouse in the year 1900, of steel, registered at Glasgow the same year; length, 500 feet 6 inches; breadth, 59 feet 2 inches; depth of

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hold, 39 feet 8 inches; net tonnage, 6,802; gross tonnage, 10,576; 1,346 nominal horse power.

The ss. *Ionian* was built at Belfast in 1901 of steel and registered at Glasgow the same year; length, 470 feet; breadth, 57 feet 5 inches; depth of hold, 37 feet; net tonnage, 5,337; gross tonnage, 8,265; 914 nominal horse power.

The ss. *Parisian* was built at Govan in 1881 of steel and registered at Glasgow in 1887; length, 440 feet 8 inches; breadth, 46 feet 2 inches; depth of hold, 33 feet 2 inches; net tonnage, 3,385; gross tonnage, 5,395; 950 nominal horse power.

The ss. *Corinthian* was built at Belfast in 1900 of steel and registered at Glasgow the same year; length, 430 feet; breadth, 54 feet, 2 inches; depth of hold, 28 feet 2 inches; net tonnage, 4,018; gross tonnage, 6,227; 612 nominal horse power.

The ss. *Sicilian* was built at Belfast in 1899 of steel and registered at Glasgow the same year; length, 430 feet; breadth, 54 feet 2 inches; depth of hold, 28 feet 2 inches; net tonnage, 3,964; gross tonnage, 6,224; 612 nominal horse power.

The ss. *Pretorian* was built at Hartlepool in 1901 of steel and registered at Glasgow the same year; length, 436 feet 9 inches; breadth, 53 feet 1 inch; depth of hold, 29 feet 7 inches; net tonnage, 4,073; gross tonnage, 6,436; 799 nominal horse power.

The two steamers referred to as in course of construction are the turbine steamers *Victorian* and *Virginian*.

The ss. *Victorian* was built at Belfast in 1904 of steel and registered at Glasgow; length, 520 feet; breadth, 60 feet 4 inches; depth of hold, 38 feet; net tonnage, 6,744; gross tonnage, 10,629.

The ss. *Virginian* was built at Glasgow in 1904 of steel and registered there; length, 520 feet 4 inches; breadth, 60 feet 3 inches; depth of hold, 38 feet; net tonnage, 6,844; gross tonnage, 10,754.

The *Victorian* came on to the route in April, 1905, having arrived at Halifax on the first day of that month. She ran regularly until August, making six trips or rather five and a half, arriving at Rimouski on August 25, and at Montreal on the following day. On her outward voyage she grounded at Cap Charles on September 1, 1905, since when she has performed no service.

The *Virginian* followed two weeks later, arriving at Halifax on April 14. This steamer ran up to the end of the calendar year 1905, making in all nine trips and has not since been on the route, having been docked for repairs and adjustment of machinery in December, 1905.

The *Bavarian* ran nine trips or rather eight and a half. Arriving at Rimouski on October 26, and at Montreal on the 28th, on her voyage outward she was stranded at the Wye Rock near Grosse Isle where she still lies.

The *Tunisian* ran regularly up to the close of the calendar year, making in all ten trips.

The *Ionian* ran three trips in all, arriving at Halifax on January 27, March 13, and at Rimouski on May 1.

The *Parisian* ran seven trips, arriving at Halifax on January 15, February 18, March 25; at Rimouski on September 24, October 20; at Halifax on November 19 and December 24.

The *Corinthian* ran three trips, arriving at Halifax on January 8, February 14 and December 18.

The *Sicilian* ran three trips, arriving at Halifax on January 23, February 28 and November 25.

The *Pretorian* ran one trip, arriving at Halifax on February 5, 1905.

It will therefore be seen that, of the 51 trips run during the calendar year, the two so-called 17-knot steamers, *Victorian* and *Virginian*, ran but 15 trips, or rather 14½. The *Bavarian* and *Tunisian* ran 19, or rather 18½; while the smaller boats made 17 trips.

All of the steamers are fitted with cold storage appliances.

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The capacities of the refrigerator chambers in each of the vessels above referred to are as follows:—

<i>Victorian.</i>		Cubic feet.
A.	.....	2,600
B.	.....	2,600
C.	.....	4,440
D.	.....	4,440
E.	.....	3,180
		17,260

<i>Virginian.</i>		Cubic feet.
A.	.....	3,720
B.	.....	3,720
C.	.....	2,500
D.	.....	2,500
		12,440

Bavarian.—Upper chamber, 4,332 cu. ft.; lower port chamber, 8,377 cu. ft.; lower forward starboard, 4,792 cu. ft.; lower aft starboard, 3,211 cu. ft.; total, 20,712 cu. ft.

Tunisian.—Upper chamber, 4,617 cu. ft.; lower port chamber, 8,572 cu. ft.; lower starboard forward, 5,640 cu. ft.; lower starboard aft, 2,930 cu. ft.; total, 21,759 cu. ft.

Ionian.—Starboard chamber, 2,416 cu. ft.; port chamber, 2,457 cu. ft.; total, 4,873 cu. ft.

Parisian.—One chamber, 4,270 cu. ft.

Corinthian.—Starboard chamber, 4,442 cu. ft.; port chamber, 5,720 cu. ft.; total, 10,162 cu. ft.

Sicilian.—Starboard forward chamber, 3,280 cu. ft.; starboard aft chamber, 5,710 cu. ft.; port chamber, 5,710 cu. ft.; total, 14, 700 cu. ft.

Pretorian.—Port chamber, 4,296 cu. ft.; starboard chamber, 3,030 cu. ft.; total, 7,326 cu. ft.

or a total refrigerating space on all the vessels run equal to 113,502 cu. ft.

The number of passengers carried by the vessels run in the service during the calendar year ended December 31 last, was:—First-class, 4,014; second-class, 11,660; third-class, 31,242—west bound. On the east bound trips—first-class, 3,122; second-class, 4,339; third-class, 8,386. Total passengers carried, 62,763.

The amount of freight carried during the same period was :—West bound, 78,167 tons; east bound, 136,825 tons.

The distance between Merville and Rimouski via the Straits of Belle Isle is taken at an average of 2,300 miles; between Merville and Rimouski via Cape Race, 2,500 miles, or it may be somewhat more if the vessels are forced south to avoid ice. The distance between Merville and Halifax—ordinary average—2,255 miles, or it may be somewhat increased if the vessels are forced south to avoid ice.

The total distance actually run during the calendar year, as shown by the ships' logs, has been 250,052 miles.

The subsidy that would have been earned during the calendar year had the service been fully performed as required by the contract, is \$296,866.66.

The amount so far actually paid, after making deductions under clauses 3 and 5, and for not calling on all voyages as required at Merville—is \$263,274.49.

The terms of an agreement made with Messrs. H. & A. Allan, as agents for and representing the Allan Line Steamship Company, Limited, bearing date January 19, 1906, in addition to those common to all contracts, are as follows:—

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1. 'The contractors owning or controlling in their capacity aforesaid the steamers *Virginian* and *Victorian*, each of guaranteed seventeen knots effective speed, and other steamers which may be approved by the minister, and being about to contract for the construction of two other steamers of guaranteed eighteen knots effective speed, to be delivered and ready to commence running on the service hereinafter described on or before the first day of August, 1907, will, on the first day of August, 1906, commence to perform and thereafter will carry on the service hereinafter described, that is to say, a regular weekly steamship service between Canada and Great Britain until the first day of May, 1912, unless sooner terminated under the provisions of section 28 hereof.

2. 'Until the said eighteen knot steamers are ready to commence running, the service shall be performed by the steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be necessary for the effectual running of the service, and as may be approved by the minister.

3. 'The contractors agree to build and place in the service by August 1, 1907, two steamers guaranteed to develop twenty knots on their trial trips on the measured mile, and of guaranteed eighteen knots effective speed.

4. 'The steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be approved by the minister shall, until the two eighteen knot steamers have been placed in the service, perform ten complete round voyages per annum each, and after the two eighteen knot steamers have been placed in the service, they and the *Victorian* and the *Virginian* shall each perform ten complete round voyages per annum.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors, their successors or assigns, well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy as follows:

(a.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of eighteen knots per hour, £2,500 pounds sterling.

(b.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of eighteen knots per hour, £3,000 pounds sterling.

(c.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of seventeen knots per hour, £2,000 pounds sterling.

(d.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of seventeen knots per hour, £2,500 pounds sterling.

(e.) For each complete round voyage performed at the rate of fifteen knots per hour, £1,000 pounds sterling.

'Such subsidy being payable at the end of each quarter for all voyages fully run and completed during each quarter, that is, at the close of the months of September, December, March and June, during the continuance of this contract; provided, however, that no amount or instalment of subsidy shall be payable or paid at any time unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to dates of sailing, speed and duration of voyages, have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; and it is a further condition of this contract that the contractors shall, on the completion of each voyage, furnish the minister with such certified extracts from the steamer's log, together with track charts of the voyage, or any other information required, as will enable him to determine whether the service on such voyage has been within the requirements of this contract.

(a) 'Provided always, that at no time during the continuance of this contract, except for thirty days between any fifteenth day of December and the follow-

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ing fifteenth day of February, shall more than two vessels of the seventeen and eighteen knot class be withdrawn at the same time from the service hereinbefore described.

6. 'It is further understood and agreed that the service to be performed during the season of closed navigation on the St. Lawrence shall be as follows:—

'Between the port of Liverpool and the ports of Halifax and St. John, one of the said steamers sailing on each westbound trip from Liverpool each Thursday, or on such other day as may be approved by the minister, for Halifax and St. John, and calling at Merville for the embarkation of the mails, if the call at that port be adhered to, and at Halifax for the landing of such mails; and one of the said steamers sailing on each eastbound trip from St. John each Saturday, or on such other day as may be approved by the minister, for Liverpool, calling at Halifax for the embarkation of the mails, and at Merville for the landing of such mails, if the call at that port be adhered to; it being understood and agreed that if from any cause it should prove impossible for the steamers performing the service to secure sufficient cargo at St. John during the winter season, or if at any season there is inadequate accommodation in the harbour at St. John for any of the said steamers, the minister may, in his discretion, relieve the contractors from the obligation of proceeding to or starting from that port on any particular voyage or voyages.

7. 'It is further understood and agreed that the service to be performed during the season of open navigation on the River St. Lawrence shall be as follows:—

(a) 'On all voyages from Montreal and Quebec eastward to Liverpool the steamers shall be at liberty to proceed by way of the Straits of Belle Isle, and upon all such voyages the port of call below Quebec shall be Rimouski for the embarkation of the mails and at Merville (if the Merville call be adhered to) for the landing of the mails.

(b) 'On all voyages westward from Liverpool the steamers shall call at Merville for the embarkation of the mails (if the Merville call be adhered to) and shall be at liberty to proceed by way of the Straits of Belle Isle, and on all such voyages the port of call below Quebec shall be Rimouski for the landing of the said mails.

(c) 'On all voyages eastward or westward from or to Montreal and Quebec via Cape Race the port of North Sydney may, at the option of the minister, be substituted for the port of Rimouski for the embarkation or landing of the said mails.

8. 'It is understood and agreed that at Rimouski and North Sydney the mails are to be delivered to and received from tenders supplied by the postal authorities of Canada.

9. 'For the purposes of this contract the following shall be understood to be the distances between the points hereinafter mentioned, i.e., between Merville and Rimouski via Belle Isle, 2,300 miles, and between Merville and Rimouski via Cape Race, 2,500 miles, except when it may become necessary for steamers to deviate to the southward to avoid ice, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,800 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Halifax and Merville, 2,255 miles, except when it may become necessary for steamers to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,550 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Merville and Sydney, 2,105 miles, except when it may become necessary to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,405 miles, shall for the purposes of this contract be taken to be the distance aforesaid.'

10. 'It is understood and agreed that each steamer while run under this contract shall be fitted with adequate cold storage accommodation to the satisfaction of the minister.

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11. 'The contractors bind themselves to run each of the three classes of steamers hereinbefore referred to at the average rate of speed for each voyage as specified in clause 5, in performing the several voyages from port to port, unless in the opinion of the captain of said steamer the said rate of speed would endanger life or the safety of the ship, or unless the speed of the ship is delayed by reason of fog, ice, snow or stress of weather, or by assisting ships in distress, in any of which events the contractors shall submit to the minister the captain's explanation of the cause of the delay, and such other evidence as the minister may require to enable him to determine, and the minister upon such explanation and evidence shall determine whether the circumstances were such as justified the captain's reduction of the speed of the voyage, or sufficiently explain the delay in completing the voyage, and in all cases where such failure to maintain the said average rate of speed is deemed justifiable or sufficiently explained the minister may, in his discretion, omit the voyage in question in calculating the average for the quarter in which such voyage took place, or may deduct the period of such delay in calculating such average.

12. 'If during any quarter the mails carried by the steamers *Victorian* and *Virginian* and the two eighteen-knot steamers are not conveyed from port to port at the average rate of the speeds specified in clause 5 for the said four steamers after omitting voyages and deducting delays as provided in the last preceding clause, or if during any quarter the mails carried by the fifteen-knot steamers required for the carrying out of this contract are not conveyed from port to port at the average rate of the speed specified in clause 5 for the said fifteen-knot steamers, after omitting voyages and deducting delays as provided in the last preceding clause, then, and so often as the same shall happen, the contractors shall furnish to the minister the certified logs of the captains of the steamers showing the causes of the delays, and there shall be deducted from the subsidy payable to the contractors for the said quarter a sum equal to five per cent of such subsidy for every one-quarter knot by which the average speed actually made has fallen below the average speed specified in clause 5 of this contract.

'Provided, however, that for the period between any fifteenth day of December and the following fifteenth day of February when steamers of different classes are employed in the service, the average rate of speed shall be arrived at by taking the average of the speeds of all the steamers employed in the service during the said period.

'Provided further, that the total amount of the sum deducted in respect of such default or failure of either of the two classes of steamers mentioned in this clause shall not exceed the full amount of the subsidy allowed the said class for the quarter or period in question.

13. 'Subject to the provisions of clause 11 hereof, the other steamers required for the carrying out of this contract, and which may from time to time be approved by the minister as provided in clause 2 hereof, shall when in service be entitled to receive a subsidy which will bear the same proportion to the sum of £1,000 as the actual speed made by the said steamers will bear to the speed of fifteen knots per hour.

14. 'It is further understood and agreed that the tolls to be charged in the way of either freight or passenger rates between ports on both east and westbound trips shall always, under substantially similar circumstances and conditions, be charged equally to all persons, and at the same rate, whether by weight or otherwise, in respect of all traffic of the same description and receiving in carriage the like accommodation; and further, that no toll shall be charged which discriminates against Canadian merchants or shippers or against emigrants to Canada.

15. 'If the contractors comply with the terms of this contract then at the expiration hereof His Majesty will enter into a new agreement with the said contractors for a further period of five years for payment to the contractors of such subsidy as His Majesty may then be prepared to pay to any one, provided the contractors by

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such new agreement will then undertake to perform such service as His Majesty may then require during the said new five year term, in such manner and upon such conditions as His Majesty may then prescribe.

Section 28 referred to in section 1, reads as follows:—

28. 'It is declared to be the true intent and meaning of these presents that the minister shall have the right at any time during the continuance of this contract, upon thirty days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.'

Inasmuch as the eighteen knot steamers referred to will not come into the service until August 1, 1907, the service will be run in so far as relates to the time covered by the estimates for the nine months ending March 31, 1907, by the steamers *Victorian*, *Virginian* and *Tunisian*, and a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be approved by the minister, which will presumably be selected from those referred to as having served during the calendar year ended December 31, 1905, and as the descriptions of them all are given above it is not necessary to repeat the same.

The *Victorian*, *Virginian*, *Tunisian* with the fourth steamer of equal speed and otherwise to the *Tunisian* are, as will be observed under section 4 of the contract, to perform each ten complete round voyages per annum, or equal to seven and a half voyages each during the nine months covered by the estimates; while the smaller steamers would necessarily have to run nine voyages. This would make the estimated cost for the nine months' service, provided there are no deductions, dependent upon the speed of the smaller vessels as provided for in section 13, or approximately for the nine months' service a possible maximum of over £50,000.

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This service as at present run, is under terms of a contract entered into with Messrs. Furness Withy & Company, Limited, of West Hartlepool, England, bearing date, June 30, 1905, and which expires on June 30, 1906. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having prior to the date of these presents placed on a route between the city or port of Halifax, in the province of Nova Scotia, and the city or port of St. John's in Newfoundland and the port of Liverpool in England, their steamers the *Ulunda* of 1,096 tons net register, and the *London City* of 1,509 tons net register, and the *Sicily* of 1,131 tons net register; they agree and contract to continue from the first day of July next until the 30th day of June in the year One thousand nine hundred and six to maintain by means of the said steamers or with such other steamers as may be approved by the minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of Halifax and Liverpool aforesaid at regular intervals of not less frequency than once in every seventeen days, and on such fixed dates as may be sanctioned by the minister, and calling on all voyages at the port of St. Johns in Newfoundland.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause

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to be paid to the contractors, their successors or assigns a subsidy at the rate of twenty thousand dollars (\$20,000) per annum payable as follows:—

‘One-half or ten thousand dollars (\$10,000) on the first day of January next following the date of these presents, and the balance, ten thousand dollars (\$10,000) on the completion of the service in the year one thousand nine hundred and six.

‘Provided, however, that it is the true intent and meaning of these presents that no amount of instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so. It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

4. ‘The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from Halifax as hereinbefore provided, on through bills of lading to Liverpool from any place in the provinces of Ontario and Quebec or from any Canadian points further west, shall in no case be greater than from the same place to Liverpool via any United States route or port; and on west-bound trips the rates from Liverpool to any place in Ontario or Quebec or other Canadian ports farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of Halifax and Liverpool aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent

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of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

5. 'The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully sea-worthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freights to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

6. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Ulunda* above referred to as of 1,096 tons net register, was, according to the Mercantile Navy List, built at Linthouse in 1885 of iron and registered at West Hartlepool in 1898. Her length is 275 ft.; breadth, 35 ft.; depth of hold, 23 ft.; net tonnage as above, 1096; gross tonnage, 1717; 200 nominal horse-power.

The ss. *London City*, formerly the *Clan Forbes*, was built at Linthouse in 1882 of iron and registered at West Hartlepool in 1902; length, 324 ft. 5 in.; breadth, 38 ft. 1 in.; depth of hold, 23 ft. 8 in.; net tonnage, 1,509; gross tonnage, 2,367; 350 nominal horse-power.

The ss. *Sicily*, formerly the *Rhenania*, was built at Glasgow in 1881 of iron and registered at West Hartlepool in 1904; length, 286 ft.; breadth, 34 ft. 4 in.; depth of hold, 23 ft. 8 in.; net tonnage, 1,131; gross tonnage, 1,818; 167 nominal horse-power.

The *London City* has since the close of the calendar year 1905, been replaced by the *Dahome*, a vessel formerly on the line, but for two or three years past employed in the West Indian service. The *Dahome* was built at Wallsend in 1891 of steel and registered at West Hartlepool in 1898; length, 300 ft. 6 in.; breadth, 41 ft.; depth of hold, 21 ft. 6 in.; net tonnage, 1,552; gross tonnage, 2,470; 330 nominal horse-power.

The *Sicily* has since been replaced by the *Annapolis*, formerly called the *Capri*, a vessel of 285 ft. in length; breadth, 36 ft.; depth, 24 ft. 3 in.; gross tonnage, 2,037; 265 nominal horse-power.

It will be noted that the *Dahome* and *Annapolis* are larger and better vessels than the *London City* and *Sicily*.

The speed of the various steamers employed in the service is given as twelve knots.

The total number of round voyages run was twenty-four.

There is no cold storage on these steamers.

The distance between Liverpool and Halifax is given as 2,453 miles and the average distance run on the round voyages is given as 5,126 miles, equal to (for the twenty-four trips) a total distance run of 123,024 miles.

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The number of passengers carried on the westbound trips—Liverpool to Halifax—was:—first-class, 22; and from St. Johns, Newfoundland, to Halifax, 42; on the eastbound trips—Halifax to Liverpool—32 first-class, and Halifax to St. Johns, Newfoundland, 31.

The cargo carried from Liverpool to Halifax was 10,355 tons; St. Johns, Newfoundland, to Halifax, 963 tons; Halifax to Liverpool, 41,173 tons; Halifax to St. Johns, Newfoundland, 7,652 tons; or a total carried during the calendar year to December 31, 1905, of 60,143 tons.

The amount of subsidy paid for services rendered during the calendar year, 1905, was \$20,000.

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This service is run only during the winter between St. John and Glasgow by Messrs. Donaldson Bros., of Glasgow, represented by their duly authorized agent, Mr. Robert Reford, partner in the firm of Robert Reford Company, Limited, of Montreal, under terms of a contract bearing date September 1, 1905, and which is only for one season. The provisions of the contract, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the steamships *Concordia*, *Alcides*, *Lakonia*, *Tritonia* and *Salacia*, all of which are guaranteed by the contractors as rating at Lloyds 100 A1, will place such steamships, and if necessary in order to fulfil the terms of this contract, other steamers of like class and capacity on a route between the port of Glasgow in Scotland and the port of St. John in the province of New Brunswick, and will maintain therewith during the winter season of 1905-1906, a regular weekly service between the said ports until not less than twenty complete round trips have been run, sailing from and returning to each of the ports aforesaid at regular intervals, and on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of sailings. Each of the said steamers while employed as aforesaid, shall be run at an average speed of not less than ten knots per hour, extraordinary weather excepted.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of seven hundred and fifty dollars (\$750) for each round trip from Glasgow to St. John aforesaid and return therefrom to Glasgow, duly performed, aggregating for the twenty round trips fifteen thousand dollars (\$15,000) such subsidy to be payable in two instalments, the first of seven thousand five hundred dollars (\$7,500) on the completion of ten full round trips regularly run in compliance with the terms of this agreement, and the balance of equal amount on the completion of the service contracted for.

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the

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minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister does not sail from a terminal port as herein specified within two days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

3. The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

4. The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from St. John, New Brunswick, as hereinbefore provided, on through bills of lading to Glasgow, Scotland, from any place in the provinces of

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Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to Glasgow, via any United States route or port; and on west-bound trips the rates from Glasgow to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John and Glasgow aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Concordia* was built at Whiteinch in 1881 of iron and registered at Glasgow in the same year; length, 319 ft. 6 in.; breadth, 41 ft.; depth of hold, 25 ft. 1 in.; net tonnage, 1,617; gross tonnage, 2,544; 296 nominal horse-power; speed, 11½ knots.

The ss. *Alcides* was built at Yoker in 1886 of steel and registered at Glasgow in the same year; length, 340 ft.; breadth, 42 ft. 1 in.; depth of hold, 22 ft. 7 in.; net tonnage, 2,181; gross tonnage, 3,421; 400 nominal horse-power; speed, 13 knots.

The ss. *Lakonia* was built at Govan in 1899 of steel and registered at Glasgow in the same year; length, 401 ft. 7 in.; breadth, 49 ft. 2 in.; depth of hold, 28 ft. 1 in.; net tonnage, 3,046; gross tonnage, 4,686; 486 nominal horse-power.

The ss. *Tritonia* was built at Partick in 1893 of steel and registered at Glasgow in the same year; length, 377 ft.; breadth, 46 ft. 1 in.; depth of hold, 28 ft.; net tonnage, 2,720; gross tonnage, 4,272; 363 nominal horse-power; speed, 10 knots.

The ss. *Salacia* was built at Whiteinch in 1895 of steel and registered at Glasgow in 1898; length, 390 ft.; breadth, 46 ft.; depth of hold, 28 ft. 7 in.; net tonnage, 2,636; gross tonnage, 4,134; 501 nominal horse-power; speed, 13 knots.

There were also used in this service the following steamers:—

SS. *Hestia* (formerly the *Mary Beyts*) built at Sunderland in 1890 of steel and registered at Glasgow in 1893; length, 365 ft.; breadth, 44 ft. 2 in.; depth of hold, 27 ft. 3 in.; net tonnage, 2,434; gross tonnage, 3,790; 450 nominal horse-power; speed, 10 knots.

SS. *Kastalia* built at Govan in 1897 of steel and registered at Glasgow in the same year; length, 377 ft.; breadth, 46 ft. 6 in.; depth of hold, 26 ft. 7 in.; net tonnage, 2,562; gross tonnage, 4,039; 400 nominal horse-power; speed, 11 knots.

SS. *Indrani* built at Liverpool in 1888 of steel and registered at Glasgow in 1892; length, 361 ft. 8 in.; breadth, 44 ft. 3 in.; depth of hold, 27 ft.; net tonnage, 2,339; gross tonnage, 3,640; 256 nominal horse-power; speed, 10 knots.

SS. *Athenia* built at Barrow in 1904 of steel and registered at Glasgow in the same year; length, 478 ft.; breadth, 56 ft.; depth of hold, 32 ft. 5 in.; net tonnage, 4,767; gross tonnage, 7,284; 840 nominal horse-power; speed, 15 knots.

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During the calendar year 1905 there were 22 trips run on this service.

The distance between St. John and Glasgow is stated to be 2,627 miles.

The number of passengers carried during the same period was:—East bound, 123; west bound, 357; total, 480.

The amount of freight carried was:—East bound, 62,140 tons; west bound, 25,419 tons; total, 87,559 tons.

The amount of subsidy paid for services actually performed during the calendar year 1905 was \$11,250.

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This service is performed under terms of a contract entered into on July 10, 1905, with the Ulster Steamship Company, Limited, of Belfast, Ireland, represented in Canada by Messrs. McLean, Kennedy & Company, of Montreal, who run what is known as the Head Line Steamers. It is a winter service only, sailing from St. John, N.B., to Belfast or Dublin at regular intervals averaging two sailings each month until ten complete round trips have been run.

The principal provisions of the contract, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the steamships *Rathlin Head*, *Carri-gan Head*, *Bray Head*, *Ramore Head*, *Inishowen Head*, *Bengore Head*, *Torr Head*, *Malin Head*, *Glen Head*, *Teelin Head*, *Dunmore Head* and *Glenarm Head*, of the Head Line, all of which are guaranteed as rating at Lloyds 100 A1, will in the month of December next after the date of these presents, or earlier, place such of said steamers as may be necessary to fulfil the terms of this agreement on a route between the port of St. John, N.B., and the ports of Belfast and Dublin in Ireland, and will maintain therewith during the winter season of 1905 and 1906 a service averaging two sailings each month between the said ports, sailing from Belfast or Dublin for St. John aforesaid, and returning thereto, sailing from St. John at regular intervals on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of sailings, until not less than ten complete round trips have been run. Each of the said steamers while employed as aforesaid shall on all east bound voyages be run at an average speed of not less than ten knots an hour, extraordinary conditions of the weather excepted. It is understood and agreed that the said steamers are not to call at any intermediate or other port either on the westward or eastward voyages while employed under the terms of this contract, except when on west bound voyages at a port in Great Britain for bunkering purposes, or for cargo for transportation to St. Johns, Newfoundland, or to a Canadian port other than the port of St. John, N.B., aforesaid, the transportation of such cargo and the calling at ports other than St. John, N.B., subject to revocation at the will of the minister; it being understood and agreed that the port of St. John, N.B., shall in all cases be the terminal port on all west bound voyages and the last port of departure on all east bound voyages.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to, the contractors, their successors or assigns a subsidy at the rate of seven hundred and fifty dollars (\$750) for each round trip duly performed from Belfast and Dublin to St. John aforesaid and return therefrom to Belfast or Dublin, aggregating for the ten round trips hereinbefore referred to, the sum of seven thousand and five hundred dollars (\$7,500); such subsidy to be payable in two instalments, the

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first of three thousand seven hundred and fifty dollars (\$3,750) on the completion of five full round trips regularly run in compliance with the terms of this agreement, and the balance of equal amount on the completion of the service contracted for.

‘Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within two days of the date fixed by such time tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time tables should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

3. ‘The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

4. ‘The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not

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be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on eastbound trips, sailing from St. John as hereinbefore provided, on through bills of lading to Dublin or Belfast from any place in the province of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to Dublin or Belfast via any United States route or port; and on westbound trips the rates from Dublin or Belfast to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John and Dublin or Belfast aforesaid, on any voyage run under the terms of this contract either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

6. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned service, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at the proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

The steamers run on the service during the calendar year ended December 31, 1905, were the *Bengore Head* and the *Dunmore Head*.

The ss. *Bengore Head* was built at Glasgow in 1884 of iron and registered at Belfast the same year; length, 324 ft.; breadth, 37 ft. 2 in.; depth of hold, 24 ft. 9 in.; net tonnage, 1,619; gross tonnage, 2,190; 275 nominal horse-power.

The *Dunmore Head* was built at Belfast in 1889 of steel and registered at the same place in the same year; length, 302 ft. 4 in.; breadth, 40 ft. 2 in.; depth of hold, 19 ft. 5 in.; net tonnage, 1,459; gross tonnage, 2,293; 275 nominal horse-power.

The number of trips run during the calendar year was five. The distance between ports is given as 2,390 miles, and the total actual distance run is given as 27,214 miles.

They carry no passengers and the total cargo (which was practically all east-bound) was 13,270 tons.

There is no cold storage on these steamers.

It will be noted under the terms of the contract that payments are made only for trips actually run, so that in this case there were but five trips paid for at the rate of \$750 per trip, equal to \$3,750.

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This service is run the year round by Messrs. Furness, Withy & Company, Limited, between St. John, N.B., Halifax, N.S., and London; and by the Canadian Pacific Railway Company between the months of November and April between St. John, N.B., and London, England, and calling on all east-bound voyages at Halifax, and on all west-bound voyages at Antwerp.

The contract with Messrs. Furness, Withy & Company, Limited, bears date June 30, 1905, and is for one year, the terms of which, aside from those common to all contracts are as follows:—

1. 'The contractors having prior to the date of these presents placed on the route between St. John, N.B., and London, G.B., calling on all voyages both outward and inward at Halifax, N.S., a sufficient number of steamers to run the service as hereinafter provided, and will with such steamers maintain for a period of one year from such date a regular service between the said ports, sailing from the terminal ports at regular intervals of not over fifteen days, or during the fruit shipping season at intervals of ten days if so required by the minister.

2. 'The steamers while running under this contract shall be such as are approved by the minister, and no steamer shall be employed until sanctioned by the minister, and all such steamers shall be fitted with suitable accommodation for carrying perishable cargo, such as apples or other fruit, dairy produce, and other provisions without deterioration, with holds and 'tween decks provided with a thorough system of ventilation by means of the forced circulation of fresh air by electric or steam fans in such manner as to secure a uniform cool temperature. The intakes for fresh air shall be protected by contrivances for that purpose similar to the 'Gibbs' steamship ventilators, so as to be operated in all weathers without permitting water, spray or other dampness being taken into any place where cargo is carried, and such ventilating appliances shall be operated at all times when cargo is on board. At least one of the steamers so employed shall be equipped with a refrigerating plant for the forced circulation of cool air through places where tender or early varieties of apples are carried, the space to be so cooled to be equal to from twenty-five thousand to forty thousand feet. Temperature to be maintained at between 50 and 55 degrees Fahrenheit.

3. 'The steamers while so employed shall not carry in any hold, or between any decks more than five tiers of barrels of apples or other fruit except they be stowed in such manner and with such dunnage as will relieve any tier from the weight of more than four other tiers.

4. 'The handling, loading, stowing and unloading of any fruit carried by said vessel shall be subject to and under the supervision of any officer appointed for that purpose should the minister deem it desirable.

5. 'The steamers when carrying fruit shall be run at an average speed of not less than twelve knots per hour.

6. 'Subject to the further conditions, stipulations and reservations herein provided His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy of twenty-five thousand dollars (\$25,000) payable as follows:—

One-half, or the sum of twelve thousand five hundred dollars (\$12,500) on the first day of January next after the date of these presents, and the balance of twelve thousand five hundred dollars (\$12,500) on the completion of the service on the first day of July, one thousand nine hundred and six.

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment

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becoming due, as herein stipulated, the service herein described and defined has, been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within forty-eight hours of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of the subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

7. 'The contractor shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnished to the minister full and complete copies of the manifest of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

8. 'The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be

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made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east bound trips, sailing from St. John or Halifax as hereinbefore provided, on through bills of lading to London from any place in the provinces of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to London via any United States route or port; and on west bound trips the rates from London to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John or Halifax and London aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

10. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Evangeline* was built at Linthouse in 1891, of steel and registered at West Hartlepool in 1902; length, 305 feet; breadth, 39 feet; depth of hold, 23 feet 3 inches; net tonnage, 1,417; gross tonnage, 2,266; dead weight carrying capacity, 3,400 tons; 300 nominal horse power.

The ss. *Florence* was built at Sunderland, in 1889, of steel and registered at West Hartlepool in 1902; length, 293 feet 5 inches; breadth, 40 feet 2 inches; depth of hold 26 feet 1 inch; net tonnage, 1,609; gross tonnage, 2,493; dead weight carrying capacity, 3,700 tons; 200 nominal horse power.

The ss. *St. John City*, formerly the *Clan MacNab*, was built at Linthouse, in 1891, of steel and registered at West Hartlepool in 1903; length, 305 feet; breadth, 39 feet; depth of hold, 23 feet 3 inches; net tonnage, 1,412; gross tonnage, 2,265; dead weight carrying capacity, 3,400 tons; 300 nominal horse power.

The ss. *Gulf of Anclud* was built at Hepburn, in 1890, of steel and registered at Greenock the same year; length, 314 feet 5 inches; breadth, 42 feet 2 inches; depth of hold, 23 feet 9 inches; net tonnage, 1,700; gross tonnage, 2,716; dead weight carrying capacity, 4,040 tons; 300 nominal horse power.

There were 29½ trips run during the calendar year 1905.

The distance between Halifax and London is given as 2,680 miles; between London, G.B. and St. John, N.B., 2,900 miles. The average knots run on the round voyage between London and Halifax is given as 5,762; and between London and St. John, 5,800, making a total distance run—approximately—170,000 miles.

The number of passengers carried—first class—from London to Halifax was 7; from Halifax to London, 22.

The amount of cargo carried from London to Halifax was 21,062 tons; London to St. John, 19,969 tons; from Halifax to London, 75,316 tons; St. John to London, 20,588 tons, making a total of 136,935 tons carried during the calendar year 1905.

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The steamers, as shown under the terms of the contract, are fitted with suitable accommodation for carrying perishable cargo, with holds and tween decks, provided with a thorough system of ventilation by means of the forced circulation of fresh air by electric or steam fans, in such manner as to secure uniform cool temperature. One of the steamers employed is equipped with a refrigerating plant for the forced circulation of cooled air.

The subsidy paid for services rendered during the calendar year 1905 amounted to \$25,000.

The contract with the Canadian Pacific Railway Company bears date October 21, 1905, to continue during the months of November to April inclusive, the terms of which, aside from those common to all contracts, are as follows:—

1. 'The contractors will during the month of November next following the date of these presents, establish a service between the city or port of St. John in the province of New Brunswick, and the port of London in England, by their steamers the *Mount Temple* of 4,989 tons net register, the *Montreal* of 5,552 tons net register, the *Montezuma* of 5,358 tons net register, and the *Lake Michigan* of 5,340 tons net register, and they will maintain by means of the said steamers, or with such other steamers as may be approved by the minister a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of St. John and London aforesaid, at regular intervals and at such fixed dates as may be sanctioned by the minister, and calling on all east bound voyages at the port of Halifax in the province of Nova Scotia, and calling on all west bound voyages at the port of Antwerp in Belgium. The service to commence from London on the eighth day of November aforesaid, and on the return voyage sailing from St. John on December 5 next following, and continue until the month of April, one thousand nine hundred and six, during which time there shall be run ten full round voyages; it being understood, however, that the minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote providing for the payment of the subsidy.

2. The contractors covenant and agree that the steamers hereinbefore mentioned or any substitute steamers run in lieu thereof shall be fitted with such sufficient cold storage appliances and space as may be required for the proper stowage and conservation of any perishable cargo carried thereon, as well as with complete and adequate ventilating shafts and machinery for the proper ventilation of all space in which may be stowed or carried fruit, vegetables or similar cargo requiring a constant supply of cool air, and that such cold storage and ventilating plant shall be in constant operation while perishable cargo, fruit or vegetables, requiring same is on board, and that the temperature in the space occupied by such cargo shall during each and all voyages be kept uniform and at such degree as may be satisfactory to the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of fifteen thousand dollars (\$15,000) for the said service payable as follows:—

Seven thousand five hundred dollars (\$7,500) on the fifteenth day of February next after the date of these presents, and the balance, viz.: seven thousand five hundred dollars (\$7,500) on the completion of the season's service as hereinbefore defined.

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and

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carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time tables should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

4. 'The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

5. 'The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight

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rates on east bound trips, sailing from St. John as hereinbefore provided, on through bills of lading to London from any place in the provinces of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to London via any United States route or port; and on west bound trips the rates from London to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John and London aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

There were three steamers employed in this service during the season 1904-5, as follows:—

The ss. *Montrose*, built at Middlesbrough in 1897 of steel and registered at London the same year; length, 444 ft. 3 in.; breadth, 52 ft.; depth of hold, 27 ft. 5 in.; net tonnage, 3,968; gross tonnage, 6,278; dead weight carrying capacity, 8,220 tons; 750 nominal horse-power.

The ss. *Lake Michigan*, built at Wallsend in 1902, of steel and registered at Liverpool the same year; length, 469 ft. 5 in.; breadth, 56 ft. 2 in.; depth of hold, 31 ft. 9 in.; net tonnage, 5340; gross tonnage, 8200; dead weight carrying capacity, 10,480 tons; 900 nominal horse-power.

The ss. *Mount Temple*, built at Walker-on-Tyne in 1901 of steel and registered at Liverpool the same year; length, 485 ft.; breadth, 59 ft.; depth of hold, 30 ft. 4 in.; net tonnage, 6,661; gross tonnage, 8,790; dead weight carrying capacity, 11,200 tons; 698 nominal horse-power.

The speed of the various steamers employed in the service is given as 11 knots.

There were nine round trips run during the season 1904-05.

The distance between London and St. John via Antwerp is given as 3,250 miles; between St. John and London via Halifax, 3,100 miles. These distances are approximate. The total distance run by all steamers during the season is given as 56,532 knots.

The number of passengers carried on east bound trips was 158; on west bound trips, 5,380.

The cargo carried on east bound trips amounted to 74,962 tons; on west bound 22,519 tons; or a total of 97,481 tons carried during the season 1904-5.

The amount of subsidy paid for services rendered during the season was \$11,250.

150.

This service is run by the Dominion Atlantic Railway Company of Kentville, N.S., under terms of a contract bearing date the 21st day of June, 1905, and which expires on the 30th day of June, 1906; the principal provisions, aside from those common to all contracts, being as follows:—

1. 'The contractors having prior to the date hereof placed their steamers, the *Prince Rupert*, on the route between the city of St. John in the province of New Brunswick, and Digby, in the province of Nova Scotia, and will from the first day of July next following the date of these presents carry on and maintain by means of the said steamer, or a substitute steamer of equal class and capacity approved by the minister, for and during the period of one year from the said first day of July, a regular and uninterrupted service between the ports or places hereinbefore named,

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making full round trips from St. John to Digby and return to St. John during the months of July, August, September and June next following the date hereof daily (Sundays excepted); during the months of October, November, December, March, April and May four times each week; and during the months of January and February three times each week.

2. 'It is understood and agreed that if during the continuance of this contract other trips are made than as above specified all mails tendered shall be carried without any additional remuneration than the subsidy herein provided for.

3. 'This contract shall remain in force and have effect for one year from the first day of July as aforesaid. provided, however, that the same shall be subject to renewal or continuance for another year at the option of the minister.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twelve thousand five hundred dollars (\$12,500), which subsidy shall be payable quarterly, that is to say, as follows:—

During the month of October next following the date of these presents, three thousand one hundred and twenty-five dollars (\$3,125). On the first day of each of the months of January, April and July next following, a like sum of three thousand one hundred and twenty-five dollars (\$3,125); and a like subsidy payable in like manner for another year's services should the minister elect to continue this contract for another year as provided for in section three (3) as above;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payments there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regu-

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lations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

The steamers employed on the service are as follows :—

The ss. *Prince Rupert*, built at Dumbarton in 1894 of steel and registered at London the same year; length, 260 feet; breadth, 32 feet 2 inches; depth of hold, 19 feet 5 inches; net tonnage, 620; gross tonnage, 1,158; 260 nominal horse power.

The ss. *Yarmouth*, built at Dumbarton in 1887 of steel and registered at Yarmouth, N.S., in 1892; length, 220 feet 3 inches; breadth, 35 feet 2 inches; depth of hold, 21 feet; net tonnage, 725; gross tonnage, 1,452; 260 nominal horse power.

The distance given between St. John and Digby is 42 miles.

The number of passengers carried was 24,145 during the calendar year 1905.

The amount of freight carried from St. John to Digby was 16,382½ tons; from Digby to St. John, 3,103½ tons; making a total carried, 19,486 tons.

The amount of subsidy paid for services rendered during the year 1905, was \$12,500.

151.

There are two services run under this vote, viz., from St. John and Halifax to Georgetown, Demerara; and from Halifax to Jamaica, via Bermuda.

The contract for the Demerara service was renewed with Messrs. Pickford & Black for one year from July 1, 1905, to July 1, 1906, under the following terms:—

‘Witnesseth that whereas by articles of agreement dated the twentieth day of July in the year of our Lord one thousand eight hundred and ninety-nine, copy of which is hereto annexed, then then members of the firm of Pickford & Black, the contractors, for themselves and their successors covenanted and agreed to provide, establish and carry on a steamship service under and subject to the terms, covenants, and conditions therein contained between the port of St. John, in the province of New Brunswick and the port of Halifax, in the province of Nova Scotia, as ports of departure from the Dominion of Canada and return thereto, and the port of Port of Spain in the island of Trinidad and Georgetown in British Guiana alternately as terminal ports with certain specified intermediate ports of call; and whereas the said agreement expired on June 30 last past, and the contractors have performed the said service from the date of the said expiry of the said agreement up to and including the date of these presents, and it has been agreed that the said service shall be further continued as hereinafter provided. Now, therefore, the contractors for themselves, their heirs, executors and administrators covenant and agree with His Majesty to continue, maintain and carry on the said service on and subject to the terms, conditions and requirements set forth in the said agreement for a further period of one year from the first day of July one thousand nine hundred and five in all respects as if the said agreement had originally been made to expire on the first day of July, one thousand nine hundred and six.

And this agreement further witnesseth that in consideration of the due performance by the contractors, their heirs, executors, administrators or assigns of the obligations and services hereinbefore mentioned, His Majesty for himself, his heirs and successors covenants with the contractors to pay or cause to be paid to them, their heirs, executors, administrators or assigns, an amount equal to one year’s subsidy under the said original articles of agreement dated the twentieth day of July one thousand eight hundred and ninety-nine, that is to say, the sum of sixty-five thousand and seven hundred dollars payable as heretofore from and out of the consolidated fund or proper moneys of the Dominion of Canada, and the further sum of sixty-five thousand and seven hundred dollars out of moneys provided by His Majesty’s government (should

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the same be furnished to the government of the Dominion of Canada for such purpose, but not otherwise) payable as follows :—

‘On the last day of each month during the continuance of this contract the sum of five thousand four hundred and seventy-five dollars (\$5,475), and a further sum of the same amount, provided the same be furnished by His Majesty’s government for the purpose as above mentioned; provided, however, that no such payments shall be made until it is shown to the satisfaction of the minister that all trips called for by the contract up to that time have been well and properly performed.’

The principal provisions of the contract entered into in 1899, aside from those common to all contracts, are as follows:—

1. ‘The contractors shall on the first day of July next after the date of these presents place upon the route between the port of St. John in the province of New Brunswick, and the port of Halifax, in the province of Nova Scotia, as ports of departure in the Dominion of Canada, and Port of Spain in Trinidad, and Georgetown in British Guiana, alternately as the ports of arrival, a sufficient number of steamers of the class and description hereinafter defined in clause 3, to perform, and with the said steamers will for the space of five years from that date perform the following service, sailing one vessel in each two weeks from the port of St. John, in the province of New Brunswick, to the port of Halifax, in Nova Scotia, and thence on the first trip to Port of Spain, in Trinidad, making the trip within fourteen days, calling on all voyages at the following ports in the order named below :—

1. Hamilton in Bermuda; 2. Basseterre in St. Kitts; 3. St. John in Antigua; 4. Plymouth in Montserrat; 5. Roseau in Dominica; 6. Castries in St. Lucia; 7. Bridgetown in Barbados; 8. Kingstown in St. Vincent; 9. St. George’s in Grenada; 10. Scarborough in Tobago.

And upon the return voyages from Trinidad to Halifax or St. John, to call at these same ports in the inverse order as given above; and on the next following trip to sail from Halifax to Port of Spain in Trinidad, calling on all voyages at the following ports in the order named:—

1. Hamilton in Bermuda; 2. Castries in St. Lucia; 3. Bridgetown in Barbados.

Making the trip to Trinidad within eleven days, thence on to Georgetown in British Guiana, completing the trip within fourteen days; and upon the return trip from Georgetown, British Guiana, to Halifax or St. John, to call at the following ports in the order given below:—

1. Port of Spain in Trinidad; 2. Bridgetown in Barbadoes; 3. Kingston in St. Vincent; 4. Castries in St. Lucia; 5. Roseau in Dominica; 6. Plymouth in Montserrat; 7. St. John in Antigua; 8. Basseterre in St. Kitts; 9. Hamilton in Bermuda, and continuing trips as above defined alternately to Port of Spain, Trinidad and Georgetown, British Guiana, sailing from St. John and Halifax at regular intervals of fourteen days each.

2. ‘Subject to the provisions hereinafter contained, every steamer making any such voyage as aforesaid shall commence and complete the same, and shall arrive at and leave the said intermediate ports respectively, at such times as shall be specified in a time table previously approved by the minister, and the commencement of each of the said voyages shall be so timed that the steamer making the same shall call at each of the said intermediate ports which is situated in the West Indies on the alternate weeks to those in which the vessels of the Royal Mail Steam Packet Company make such calls. At least three calendar months before the commencement of the service, the contractors shall furnish the draft of the said time table to the minister for his approval, and when the same shall have been so approved, the contractors shall publish it at such times and places and in such manner, as the minister may from time to time require. During the continuance of this contract, no alterations shall be made in the said time table, unless the same shall have been approved in writing by the minister, and published at such times and places and in such manner as he may require.

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3. 'The steamers employed in this service shall be British vessels of not less than 1,000 tons register, and shall be good, substantial and efficient steam vessels of adequate power and speed, and supplied with first-rate proper steam engines, and in all respects suited to the performance of the service, and shall be capable of maintaining and shall maintain, when employed on this service, an average speed of not less than ten knots an hour, and shall also be provided with proper accommodation for at least forty first-class passengers and such second-class and deck passengers as the traffic may require, and shall be fitted with all necessary appliances for the reception, stowage and carriage of cargo.

4. 'The steamers to be employed as above specified shall at all times during the continuance of this contract be fully sea-worthy, well officered, manned, victualled, equipped, provided and furnished having regard to the service which the contractors have hereby undertaken to perform, and shall have ample and suitable accommodation for the mails and freight to be carried over the routes specified, and they shall at all times carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

5. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers, by or on behalf of or under direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to outside of Canada, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices to the steamers and from the steamers to the post offices at the terminal ports and at the ports of call shall be borne by the contractors who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy hereinafter mentioned or provided for; this will not, however, preclude the payment of subsidies in aid of the service by the different British colonies at which calls are made.

11. 'The steamers employed in carrying out the provisions of this contract shall not on any of their voyages either outwards or homewards call at any port in the United States of America.

16. 'And Her Majesty for herself, her heirs and successors, hereby covenants to and with the contractors, their executors, administrators and assigns, that the said contractors, well and faithfully performing all and every the covenants, agreements and stipulations hereinbefore and hereinafter set forth and contained, will well and truly pay or cause to be paid to the Contractors, their heirs, administrators or assigns, during the continuance of this contract, an annual subsidy of the sum of sixty-five thousand and seven hundred dollars from and out of the consolidated fund or other proper moneys of the Dominion of Canada, and the further sum of sixty-five thousand and seven hundred dollars out of moneys provided by Her Majesty's government (should the same be furnished to the government of the Dominion of Canada for such purposes, but not otherwise), payable as follows: On the last day of each month during the continuance of this contract, the sum of five thousand four hundred and seventy-five dollars (\$5,475), and a further sum of the same amount, provided the same be provided by Her Majesty's government for the purpose as above mentioned, provided, however, that no such payments shall be made until it is shown to the satisfaction of the minister that all trips called for by the contract up to that time have been well and properly performed.

17. 'If and so often as the contractors shall fail to commence any of the said voyages on the day on which the same ought to be commenced, according to this contract and the said time table, or shall fail to complete any such voyage within the period within which the same ought, according to this contract and the said time table, to be

completed, then (except in any case in which the contractors shall prove to the satisfaction of the minister that such failure has arisen from any cause wholly beyond the control of the contractors), the contractors shall pay to the minister in respect of every such failure a sum equal to one twenty-sixth part of the subsidy payable under this contract; and if any such failure shall occur thrice in any period of two calendar months, then (except as aforesaid), the minister may, by giving notice in writing to the contractors, determine this contract, but without prejudice to the rights of either party in respect of any antecedent breach thereof. All moneys which shall become payable under this clause shall be paid as liquidated damages, and not by way of penalties, and may be deducted by the minister from the subsidy, or may be recovered from the contractors by the minister on behalf of Her Majesty.'

The regular steamships employed on this service are as follows:—

The ss. *Oruro* (formerly called the *Eagle*) was built at Glasgow of iron in 1878, and registered at London in 1879; length, 301 ft. 5 in.; breadth, 33 ft. 2 in.; depth of hold, 25 ft. 1 in.; net tonnage, 1,249; gross tonnage, 1,919; nominal horse-power, 230.

The ss. *Ocamo* (formerly the *Taymouth Castle*) was built at Glasgow of iron in 1877, and registered at London in the same year; length, 300 ft. 1 in.; breadth, 33 ft. 8 in.; depth of hold, 25 ft.; net tonnage, 1,172; gross tonnage, 1,827; 190 nominal horse-power.

The ss. *Orinoco* was built at Flushing, of steel, in 1888, and registered at London in 1901; length, 319 ft. 9 in.; breadth, 36 ft. 7 in.; depth of hold, 23 ft. 2 in.; net tonnage, 1,550; gross tonnage, 2,486; 260 nominal horse-power.

The ss. *Caribbee* was built at Govan in 1878 of iron, and registered at London in the same year; length, 301 ft. 5 in.; breadth, 34 ft. 2 in.; depth of hold, 24 ft.; net tonnage, 1,247; gross tonnage, 1,944; 250 nominal horse-power.

This latter steamer took the place of the *Dahome* in June, 1905. The *Dahome*, which had been running regularly on the service up to that time, was sent back to England for repairs, as its charter had expired.

The following steamers are used as substitutes:—

The ss. *Briardene* (formerly the *Clan Macdonald*), built at Greenock in 1882, of iron, and registered at Newcastle in 1897; length, 335 ft. 5 in.; breadth, 39 ft. 3 in.; depth of hold, 26 ft. 9 in.; net tonnage, 1,723; gross tonnage, 2,701; 400 nominal horse-power.

The ss. *Unique*, a Norwegian vessel built in 1896; net tonnage, 1,300. Speed, 10 knots.

There were 26 round voyages run during the calendar year, 1905.

The distance between terminal ports is given as 2,800 miles. The total mileage run during the calendar year 1905 is stated to be 147,614.

The number of passengers carried on southward voyages was 2,529; northward, 3,290; making a total of 5,819 carried during the calendar year 1905.

The freight carried during the same period was: southward, 45,550 tons; northward, 53,291 tons; total freight carried, 98,841 tons.

The amount of subsidy paid for services rendered during the year 1905 was \$131,400, of which \$65,700 was paid by the Imperial government.

151. (Jamaica service.)

The service between Halifax and Jamaica is run under terms of a contract

151. The service between Halifax and Jamaica is run under terms of a contract with the Halifax and West India Steamship Company, Limited, of Halifax, bearing date February 25, 1902, the principal provisions of which, aside from those common to all contracts, are as follows:—

1. 'The contractors having on or before the first day of January last past, placed their steamer the *Beta* on the route between Halifax and Jamaica, have since that

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date maintained and will with the said steamer or some other steamer of equal capacity to the satisfaction of the minister, continue to maintain a regular monthly service between the said ports, sailing once in each month from Halifax aforesaid via and calling at Bermuda and Turks Island to Kingston in the Island of Jamaica aforesaid, returning thence and calling at Turks Island and Bermuda to Halifax aforesaid, the voyage to be completed within one month from the day of sailing from Halifax.

2. 'The minister reserves the right to make any change or changes in the above service not inconsistent with the vote providing for the payment of the subsidy.

3. 'This contract shall continue in force until the thirty-first day of December in the year one thousand nine hundred and six, but shall terminate with the arrival of the steamer at Halifax in that month.

4. 'The steamer *Beta* is guaranteed to be of one thousand and eighty-seven (1,087) tons registered, and the contractors having recently made improvements in ventilation to the satisfaction of the Steamboat Inspector, agree to make any further alterations in the ship required by the minister as may prove to be necessary to secure such proper ventilation as will at all times render her suitable for the carrying of fruit and other perishable commodities.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of thirteen thousand eight hundred dollars (\$13,800) per annum payable as follows:—on the completion of each round trip ending at Halifax the sum of one thousand one hundred and fifty dollars (\$1,150), not to exceed twelve voyages in each year.

'Provided however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within two days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so. It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

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8. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Beta* above referred to, was built at Whiteinch of iron in 1873 and registered at Glasgow in 1874. Her length is 235 ft. 1 in.; breadth, 28 ft. 5 in.; depth of hold, 22 ft. 1 in.; net tonnage, 677; gross tonnage, 1,087; 160 nominal horsepower; speed, 11 knots. She is fitted with electric light and has accommodation for fifty first-class and thirty second-class passengers, besides carrying steerage. This steamer is also fitted with cold storage appliances.

There were twelve voyages run during the calendar year 1905.

The distance between Halifax and Kingston, Jamaica, is given as 1,900 miles. The total distance actually run during the period mentioned is stated to be 62,400 miles. This includes trips run by an extra steamer ss. *Boston*, without subsidy.

The amount of freight carried by all steamers during the same period was:—Southward, 13,879 tons; northward, 5,898 tons; making a total of 19,777 tons.

The amount of subsidy paid for services performed during the calendar year 1905 was \$13,800.

152.

This service is in one sense run under the terms of the Act of Confederation, which provided that a steam service should be maintained between Victoria and San Francisco, which at that time was the only mode of travel or of transportation of mails; but for some years past the necessity for the service as a mail route has ceased to exist as letter mails are invariably carried by rail and it is only small quantities of newspapers and similar matter that is carried by the steamers.

For the past few years the service has been performed by the Pacific Coast Steamship Company under practically the same terms as the contract with Messrs. Goodall, Perkins & Co., of San Francisco, which was entered into on the 8th day of June, 1901, and expired on June 30, 1902. The principal provisions of this contract, aside from those common to all contracts, were as follows:—

1. 'The contractors will on the first day of July next after the date of these presents place on a route between the city or port of San Francisco aforesaid and the city or port of Victoria, in the province of British Columbia, their steamships the *Umatilla* and the *City of Puebla*, and will maintain therewith or with such other steamships of like power, speed and capacity as may be approved by the minister during the further continuance of this contract, a regular service between the cities or ports aforesaid, sailing from and returning to each at intervals of not less frequency than seven days.

'This contract shall, unless sooner terminated under conditions hereinafter contained, continue in force until the thirtieth day of June, nineteen hundred and two; and shall be subject to renewal at the option of the minister.

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2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of five thousand dollars per annum payable on completion of the service in each year;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

4. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

This contract was ordered continued for one year from July 1, 1902, under provision of section one thereof.

The steamers employed by this company during the calendar year 1905, were as follows :—

SS. *City of Puebla*, length, 319 ft.; breadth, 38 ft. 6 in.; depth of hold, 26 ft. 3 in.; gross tonnage, 2,624; speed, 16 knots.

SS. *Queen*, length, 331 ft. 2 in.; breadth, 38 ft. 5 in.; depth of hold, 21 ft. 2 in.; gross tonnage, 2,728; speed, 15.6 knots.

SS. *Umatilla*, length, 310 ft.; breadth, 40 ft. 6 in.; depth of hold, 22 ft. 3 in.; gross tonnage, 3,069; speed 14 knots.

SS. *Santa Rosa*, length 326 ft. 5 in.; breadth 40 ft. 9 in.; depth of hold, 20 ft. 7 in.; gross tonnage, 2,417; speed, 16 knots.

SS. *Senator*, length, 280 ft.; breadth, 38 ft. 1 in.; depth of hold, 19 ft. 6 in.; gross tonnage, 2,409; speed, 13 knots.

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SS. *City of Topeka*, length, 198 ft.; breadth, 35 ft. 2 in.; depth of hold, 18 ft.; gross tonnage, 1,057; speed, 12 knots.

SS. *Valencia*, length, 252 ft.; breadth, 34 ft.; depth of hold, 19 ft.; gross tonnage, 1,598; speed, 12½ knots. This steamer was recently wrecked.

There were seventy-four voyages run during the calendar year, 1905.

The distance between terminal ports, that is, between San Francisco and Tacoma, Washington, is given as 826 miles. The total distance run during the period above mentioned is stated to be 127,688 miles.

The number of passengers carried during the same period was:—Northbound, 2,006; southbound, 2,188; total, 4,194.

The amount of freight carried is given as—Northbound, 6,663; southbound, 1,786; total, 8,449 tons.

The amount of subsidy paid for services run during the same year was \$5,000.

153.

This service is run under terms of a contract entered into with Messrs. Pickford & Black, of Halifax, Nova Scotia, bearing date August 8, 1905, and which expired at the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the opening of navigation in the present season placed their steamer the *Harlaw* on the route between Halifax in the province of Nova Scotia and the west coast of the island of Newfoundland, and have since then and will continue to carry on and maintain by means of the said steamer a regular fortnightly service between Halifax and the west coast of Newfoundland, calling both going and returning at St. Peters, Grand Narrows, Baddeck, North Sydney, South Sydney, Ingonish, Neil's Harbour and Aspey Bay in Cape Breton, and at St. Paul's Island off the north coast of Cape Breton whenever the weather will permit a vessel to call at that port, and at Channel, Bay St. George, Codroy, Bay of Islands and Bonne Bay in Newfoundland. Such service to continue uninterruptedly until fourteen complete round trips have been performed or until the close of navigation should it close before the said fourteen trips can be performed, that is to say until the ice will not permit of the running of a steamer over the route named. The time to be occupied in making each trip of the service hereby undertaken to be performed including the return to Halifax shall not exceed thirteen days.

2. 'This contract shall remain in force until the close of navigation in the present year, but shall be subject to renewal for another year at the option of the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy not exceeding two thousand dollars (\$2,000), such subsidy to be payable as follows: that is to say:—

On the first day of September next following the date of these presents, a sum equivalent to one hundred and forty dollars (\$140) for each complete round trip which shall have been fully performed according to the intention of these presents previous to that date; and the balance of the subsidy shall be paid on the completion of the season's service.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the

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service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein specified, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Harlaw*, above referred to, was built at Port Glasgow in 1881, of iron, and registered at Windsor, N.S., in 1888; length, 165 ft. 1 in.; breadth, 24 ft. 5 in.; depth of hold, 11 ft. 8 in.; net tonnage, 267; gross tonnage, 451; dead weight carrying capacity, 23,100 cubic feet; 71 nominal horse-power. Speed, 10 knots.

The distance between terminal ports is given as 427 miles.

The steamer ran 15 voyages; total distance run during the calendar year 1905, 16,680 miles.

The number of passengers carried was from Halifax to Newfoundland—outward, 197; inward, from Newfoundland to Halifax, 207.

The amount of freight carried outward was 4,188 tons; inward, 2,412 tons; making a total of 6,600 tons carried during the calendar year 1905.

The amount of subsidy paid for services rendered during the year was \$2,000.

154.

This service is performed by the Magdalen Island Steamship Company, Limited, under terms of a contract bearing date April 7, 1903, to run for a period of five years. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor will at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of steamers over the route hereinafter named, place the steamers *Amelia* and *Lunenburg* on the route between Pictou, in the province of Nova Scotia and the Magdalen Islands in the province of Quebec, and will during the continuance of this contract carry on and maintain by means of the said steamers, in manner hereinafter provided, a regular

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semi-weekly service, making each week two full round trips between Pictou and the Islands aforesaid and return calling on each trip each way at the railway wharf at Souris and once each week each way at Georgetown both in the province of Prince Edward Island; and at ports in the Magdalen Islands as follows:—On all trips at Amherst Island, Point Bosse and Grindstone Island; and at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; and once each month during each of the months of June, July, August and September next following the date of this contract at Bryan Island; and in case and whenever the weather will not permit of the landing of the mails at Etang du Nord, the contractor shall land the mails from the said steamers for House harbour and Etang du Nord at Grindstone Island and the steamers shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; calling also at such other port or ports, place or places en route as the minister may from time to time direct.

2. 'Such service shall continue regularly and uninterruptedly until the closing of navigation at Pictou aforesaid each fall or winter during the continuance of this contract, and from such closing of navigation such service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the minister may approve until the closing of navigation at the Magdalen Islands, that is to say until the ice will not permit of the running of a steamer over such route; it being understood and agreed that calls at Grand Entry need not be made after the end of the month of September in each year.

'The days of the week and time of sailing from Pictou aforesaid shall be at all times subject to the approval of the minister, as well as shall be the maximum time allowed within which to complete the full round trip.

3. 'This contract shall remain in force for five years from the date hereof; and it is understood and agreed that the minister may authorize any changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of fifteen thousand dollars (\$15,000) per annum, such subsidy to be payable as follows, that is to say:—

On the first days of each of the months of July and October, occurring during the continuance of this contract, the sum of five thousand dollars (\$5,000), and at the close of navigation as hereinbefore defined in each year during the continuance of this contract, the further sum of five thousand dollars (\$5,000).

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister

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that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

6. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers, and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Amelia* above referred to, was built at Ayr in 1894 of steel and registered at Yarmouth in the same year; length, 145 ft.; breadth, 22 ft. 8 in.; depth of hold, 9 ft. 9 in.; net tonnage, 103; gross tonnage, 357; 69 nominal horse-power; speed, 12 knots.

The ss. *Lunenburg* was built at Mahone Bay, N.S., in 1891 of wood and registered at Lunenburg, N.S., in the same year; length, 124 ft. 9 in.; breadth, 23 ft. 5 in.; depth of hold, 12 ft. 5 in.; net tonnage, 113; gross tonnage, 266; 56 nominal horse-power; speed, 13 knots. This steamer was wrecked on December 5, 1905; and it is understood that the *Amelia* will do the full service this season.

The number of voyages run during the season of 1905 is given at 60.

The distance between terminal ports is stated to be 160 miles; and the total distance run during the season was 20,000 miles, which includes extra trips to Bryan Island.

The number of passengers carried both ways during the same period was 840.

The amount of freight carried is given as equal to 1,800 tons each way, or a total of 3,600 tons.

The amount of subsidy paid for services performed during the calendar year 1905 was \$15,000.

155.

This service is performed by the Charlottetown Steam Navigation Company, Limited, under terms of a contract bearing date the 5th October, 1905, and which expires on December 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors at the earliest opening of navigation over the routes hereinafter named, that is to say, in the early part of the year one thousand nine hundred and six, whenever or as soon as the ice will permit of the running of steamers between Charlottetown, in the province of Prince Edward Island, and Pictou, in the province of Nova Scotia, and between Summerside, in the province of Prince Edward Island, and Point du Chene, in the province of New Brunswick, will place their steamers the *Northumberland*, of 1,255 tons gross register, with a speed capacity of sixteen knots per hour, and the *Princess*, of 541 tons gross register, with a speed capacity of twelve and one-half knots per hour, which said steamer *Princess* shall be replaced on or before the month of June next following by another steamer now building, and as yet not named—of a greater tonnage and with more accommodation for both freight and passengers than the *Northumberland*, with a speed capacity of sixteen and one-half knots per hour—on the said routes, and will therewith or

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with such other steamers as may be approved by the minister carry on and maintain during the continuance of this contract a daily service between the hereinbefore named ports or places, making one full round trip each day (Sundays excepted) from Charlottetown to Pictou and return to Charlottetown; and one full round trip each day (Sundays excepted) from Summerside to Point du Chene and return to Summerside or vice versa as the minister may direct; the hours of departure and arrival of the said steamers from and at each of the ports or places hereinbefore named being at all times subject to the approval of the minister, who may at any time alter the same by giving notice thereof to the contractors; provided always that a reasonable time be allowed for the transfer of freight to and from the railways.

‘It is understood and agreed that the steamers employed in the performance of this contract shall each be fitted with and shall operate such cold storage appliances and accommodation as the Minister may from time to time deem necessary or require.’

2. ‘Such services as aforesaid shall be performed regularly and uninterruptedly during the season and until the closing of navigation each winter during the continuance of this contract, that is to say, each season until the ice will not permit of the running of steamers over the routes named or either of them.’

3. ‘And His Majesty for himself, his heirs and successors covenants with the contractors, their successors and assigns that they well and faithfully performing all and every the covenants, agreements and stipulations hereinafter and hereinbefore on their part set forth and contained, he will each year during the continuance of this contract well and truly pay or cause to be paid to the contractors, their successors or assigns the sum of twelve thousand five hundred dollars (\$12,500), which subsidy shall be payable as follows, that is to say —

‘On the first day of July next following the date of these presents, the sum of three thousand five hundred dollars (\$3,500).

‘On the first day of October ensuing, the sum of five thousand dollars (\$5,000), and at the close of navigation for the season hereinbefore defined, the balance payable of four thousand dollars (\$4,000); and so in like manner each year during the continuance of this contract; provided, however, that in the event of failure on the part of the contractors in any respect to perform the full service hereinbefore contracted to be performed, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the Minister that up to the time of such payment there had been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the Minister in that regard shall be absolutely binding, final and conclusive upon the contractors, their successors and assigns.

4. ‘This contract shall, unless sooner terminated in manner as hereinafter provided, remain in force and have effect until the thirty-first day of December one thousand nine hundred and ten, or until such time thereafter as the ice will not permit of the running of the steamers over the routes hereinbefore defined. It is, however, further provided and agreed that either of the parties of this contract shall have the right of terminating the same at any time during its continuance by giving six months’ notice in writing to the other party to that effect, and in case this contract is so terminated the Crown shall not be held liable to damages.

5. ‘The contractors shall keep full and proper accounts of and in connection with the working of the service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of the business of the contractors, and in any contingency which in the opinion of the minister may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

7. ‘The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of

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the postal authorities of Canada, or those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to: and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The contract under which the service was run during the season of 1905 was practically similar, except as regards the putting on of a new steamer, to the foregoing.

The ss. *Princess* was built at Grangemouth in 1896 of steel and registered at Charlottetown, P.E.I., in the same year; length, 165 ft.; breadth, 26 ft.; depth of hold, 17 ft. 7 in.; net tonnage, 252; gross tonnage, 542; 90 nominal horse-power; speed, 13 knots.

The ss. *Northumberland* was built at Newcastle-on-Tyne in 1891 of steel and registered at Charlottetown, P.E.I., in the same year; length, 220 ft.; breadth, 23 ft. 1 in.; depth of hold, 20 ft. 4 in.; net tonnage, 519; gross tonnage, 1,255; 350 nominal horse-power; speed, 15 knots.

A new steamer is to be placed on the service on or before the month of June next. It is now building and is to be of a greater tonnage and with more accommodation for both freight and passengers than the *Northumberland*, with a speed capacity of 16½ knots an hour. This new steamer will take the place of the *Northumberland* and the *Northumberland* will take the place of the *Princess*.

The number of voyages run on the Pictou route was 214 during the calendar year 1905, and on the Point du Chene route, 200; making a total of 414 voyages run by the company.

The distance between Charlottetown and Pictou is given as fifty-two miles; between Summerside and Point du Chêne, forty and a half miles. The total distance actually run on the Pictou route is stated to be 22,256 miles; on the Point du Chêne route, 16,200 miles; making a total mileage run by the company during the period above mentioned of 38,456 miles.

The number of passengers carried during the same period was as follows:—

	Tons.	Tons.
Charlottetown to Pictou..	4,660	
Pictou to Charlottetown..	4,816	
	—————	9,476
Summerside to Point du Chêne..	14,839	
Point du Chêne to Summerside..	11,635	
	—————	26,474
		—————
Total..		35,950

The amount of freight carried during the same year was as follows:—

	Tons.	Tons.
Charlottetown to Pictou..	6,443	
Pictou to Charlottetown..	10,487	
	—————	16,930
Summerside to Point du Chêne..	9,343	
Point du Chêne to Summerside..	6,814	
	—————	16,157
		—————
Total freight..		33,087

The amount of subsidy paid for services performed during the calendar year 1905, was \$12,500.

156.

This service is performed by the Grand Manan Steamboat Company of Grand Manan, N.B., under terms of a contract bearing date the 30th May, 1903, and which expires on the 30th June, 1906. The principal provisions, aside from these common to all contracts, are as follows :—

1. 'The contractors will on the first day of July next following the date of these presents, place their steamer, the *Aurora*, on the routes hereinafter described between the island of Grand Manan and the mainland, and will from that date carry on and maintain with the said steamer *Aurora* until the thirtieth day of June, one thousand nine hundred and six, the following services, that is to say, they will during each of the months of June, July, August and September, occurring during the continuance of this contract, run the said steamer, one trip each week between Grand Manan aforesaid and St. Andrews, on the mainland, via and calling on all trips both going and returning at Campobello and at Eastport, Maine; one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid; one trip each week between Grand Manan and Eastport via and calling on all trips both going and returning at Campobello aforesaid; one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews; and during the remaining eight months of each year occurring during the continuance of this contract will run one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews; one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns, a subsidy at the rate of five thousand dollars per annum, payable as follows :—

A first instalment on the first day of the month of October next following the date hereof, of twelve hundred and fifty dollars (\$1,250); and an equal sum of twelve hundred and fifty dollars on each subsequent first day of October occurring during the continuance of this contract; as well as an equal sum of twelve hundred and fifty dollars on the first days of each of the months of January, April and July occurring during the continuance of this contract.

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

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4. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Aurora* above referred to was built at Brooklyn, U.S.A., in 1893 of wood and registered at St. Andrews, N.B., in 1900; length, 114 ft. 8 in.; breadth, 26 ft. 6 in.; depth of hold, 10 ft. 9 in.; net tonnage, 183; gross tonnage, 364; 32 nominal horse-power; speed, 11 knots.

The distances between the various ports are as follows:—

From Grand Manan to Eastport via Campobello... ..	20 miles.
“ Eastport to St. John... ..	50 “
“ Eastport to St. Andrew's... ..	12 “
“ Eastport to St. Stephen... ..	30 “
“ Grand Manan to Campobello... ..	18 “
“ Campobello to Eastport... ..	2 “

During the calendar year 1905 there were run 52 round trips to St. John; 52 round trips to St. Stephen; and 36 round trips to St. Andrews; or a total mileage run of 14,784.

The total number of passengers carried during the same period is given as 5,220.

The amount of freight carried is given as 4,239 tons.

The amount of subsidy paid for services actually performed during the year 1905 was \$5,000.

157.

This service is performed by Messrs. William Thomson & Company, of Halifax, under terms of a contract bearing date February 1, 1904, and which expires on December 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on January 14 last, placed the steamer *Senlac* of 687 tons net register and 1,010 tons gross register with a speed of 12½ knots, upon the route between St. John in the province of New Brunswick and Halifax in the province of Nova Scotia, will carry on and maintain by means of the said steamer a regular service between St. John and Halifax, calling both going and returning at Yarmouth, Barrington, Shelburne, Lockeport, Liverpool and Lunenburg, all in the province of Nova Scotia, once in each seven days, that is to say, making a round trip in seven days, until December 31, in each year during the continuance of this contract.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

3. 'The service herein contracted for is to continue uninterruptedly in manner hereinbefore set forth, wind, weather, ice or fog or other force majeure permitting, but no subsidy shall be claimed or paid for any trip otherwise missed.

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4. 'This contract unless sooner terminated under the provisions of section 19 hereof, shall remain in force until December 31, 1908.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy not exceeding ten thousand dollars (\$10,000), such subsidy to be payable quarterly, viz., two thousand five hundred dollars (\$2,500) on the first days of April, July and October and the balance of two thousand five hundred dollars (\$2,500) on the completion of the service on the 31st day of December, 1904;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractors to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

7. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Senlac* above referred to was built at St. John, N.B. in 1904 of wood and registered at the same place in the same year; length, 182 feet 4 inches; breadth, 33 feet; depth of hold, 16 feet 1-inch; net tonnage, 615; gross tonnage, 1,011; 66 nominal horse power; speed, 12½ knots.

During the calendar year 1905 there were 54 voyages performed.

The distance between terminal ports is given as 310 miles; and the total distance run during the period above referred to is stated to be 36,828 miles.

During the same period there were 2,642 passengers carried from St. John to Halifax; and from Halifax to St. John, 2,608; making a total of 5,250.

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The amount of freight carried from St. John to Halifax was 11,208 tons; from Halifax to St. John, 7,560 tons; total freight carried 18,768 tons.

The amount of subsidy paid for services actually performed during the year 1905 was \$10,000.

158.

This service is performed by William R. Potter, of Canning, N.S., under terms of a contract bearing date April 25, 1904, and which expires on the close of navigation in 1906. The principal provisions, aside from those common to all contracts, are as follows :—

1. 'The contractor having at the earliest opening of navigation in the present year, that is to say, as soon as the ice did permit of the running of a steamer over the route hereinafter named, placed his steamer the *Brunswick* on the route between the city of St. John, in the province of New Brunswick, and the ports of Spencer's island, Canning, Wolfville, Parrsboro, Kingsport, Maitland and Bass river, all situate on the Basin of Minas or on the waters contiguous thereto in the province of Nova Scotia, has maintained and will continue to carry on and maintain by means of the said steamer *Brunswick* a regular weekly service between the city of St. John and all and several the ports named and returning therefrom to the said city of St. John, with the exception that the service to the ports of Maitland and Bass river shall be fortnightly instead of weekly. Such service to continue uninterruptedly until the close of navigation on the route named, during which time not less than thirty-two full round trips from the city of St. John shall have been performed to and from all the ports hereinbefore named, with the exception of the ports of Maitland and Bass River, to and from which not less than sixteen full round fortnightly trips shall be performed. It is, however, agreed and understood that the port of Windsor shall be substituted in lieu of Wolfville as a port of call if so required by the minister.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

3. 'This contract shall remain in force until the close of navigation in the year 1906, unless sooner terminated under the provisions of section 18 of this contract.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy of three thousand dollars (\$3,000), such subsidy to be payable as follows: on the first day of September the sum of fifteen hundred dollars (\$1,500) and the balance of fifteen hundred dollars (\$1,500) on the completion of the service herein contracted to be performed in each year during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the

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said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the Minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the Minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

The steamer to be employed as herein specified, shall at all times during the continuance of this contract be fully sea-worthy, well officered, manned, victualled equipped, provided and furnished, having regard to the service which the contractor has hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

6. 'The contractor shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Brunswick* above referred to, was built at Canning, N.S., in 1901, of wood, and registered at Windsor, N.S., in 1902: length, 110 feet; breadth, 23 feet; depth of hold, 8 feet 7 inches; net tonnage, 73; gross tonnage, 184; 42 nominal horse-power.

The distance between terminal ports is given as 164 miles.

During the calendar year there were 253 passengers carried on this route.

The amount of freight carried during the same period is stated to be 1,800 tons.

The amount of subsidy paid for services actually performed during the same period was \$3,000.

159.

This service is performed by the Three Rivers Steamship Company, of Charlottetown, P.E.I., under terms of a contract bearing date July 11, 1905, and which expires on June 30, 1906. The principal provisions, aside from those common to all contracts, are as follows:—

'1. The contractors having prior to the first day of July instant, placed their steamer the *Electra* on a route between Pictou, in the province of Nova Scotia, and Murray Harbour, Georgetown and Montague bridge in the province of Prince Edward Island, and having from that date maintained and further agreed for one year from that date to carry on and maintain by means of the said steamer a regular semi-weekly service between the ports or places hereinbefore named, calling thereat on all voyages from Pictou and on all voyages returning thereto: calling also whenever weather and tide permitted on all voyages both going from and returning to Pictou at Beach point: calling also at Murray Harbour north, Murray Harbour south and Murray river weekly; and once in each two weeks or oftener, when the business of that port required or warranted more frequent calls, at Lower Montague, all in the province of Prince

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Edward Island; such trips and calls having been made regularly and uninterruptedly from the said first day of July, 1905, until the date of these presents; and the contractors having agreed to continue until the close of navigation during the coming winter that is to say, until the ice will no longer permit of the vessel running on the said route; such service to be resumed in the early spring, that is to say as soon as the ice will again permit of the running of the vessel over the said route, and to continue thereafter until the thirtieth day of June in the year of our Lord one thousand nine hundred and six.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand two hundred dollars (\$1,200) as follows, that is to say: On the first day of October next following the date of these presents, four hundred dollars (\$400); on the close of navigation as hereinbefore defined, four hundred dollars (\$400); on the completion of the service herein contracted to be performed, that is to say on the thirtieth day of June, 1906, four hundred dollars (\$400).

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

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The ss. *Electra* was built at Arcadia, N.S., in 1887, of wood, and registered at Charlottetown, P.E.I., in 1892; length, 85 feet 9 inches; breadth, 16 feet 9 inches; depth of hold, 8 feet 2 inches; net tonnage, 78; gross tonnage, 107; 25 nominal horse-power.

The distance from Pictou to Montague Bridge is given as 45 miles.

The number of passengers carried during the calendar year was : to Pictou, 534; from Pictou, 509; total, 1,043.

The amount of freight carried during the same period to Pictou was 634 tons; from Pictou, 1,173 tons; total freight carried, 1,807 tons.

The amount of subsidy paid for services actually performed during the year 1905 was \$1,200.

160.

This service is performed by Messrs. Bouchard Bros., of Quebec, under terms of a contract bearing date the 10th May, 1904, and which expires on the close of navigation in 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the opening of navigation on the River St. Lawrence in the spring of the present year, that is to say, as soon as the ice did permit of the running of a boat over the following route, place their steamer, the *Gaspesian*, on the route between Quebec and Gaspé Basin, and will during the season of open navigation on the River St. Lawrence, that is to say, as long as the ice will permit of the running of a boat over the said route in each year during the continuance of this contract, carry on and maintain by means of the said steamer or by means of another of the same class acceptable to the minister, a regular service of two full round trips each month between Quebec and Gaspé Basin calling both ways, weather and water permitting, at Matane, Cape Chatte, St. Anne de Monts, Mont Louis, Grand Vallée, Chlorydomes, Fox River, Griffin Cove, L'Anse a Louise, Grande Greve, Douglastown, Gaspé Basin, and at the following places once each round trip, either on the up or down voyage, viz., St. Felicité, Mechin, Martin River, Claude River, St. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pts. Seches, Grand Etang, Anse a Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route as the minister may from time to time direct.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. 'This contract, unless sooner terminated under the provisions of section twenty, shall remain in force to the close of navigation, in the year one thousand nine hundred and eight.

4. 'The said steamer *Gaspesian* is warranted to be 160 feet long, 27 broad, 11 feet 3 inches depth of hold, and of a tonnage of not less than 490 gross and 287 tons net register, with a dead weight capacity of from 580 to 600 tons, with ample accommodation for the passengers, both first and second class, mails and freight to be conveyed over the route in question.

5. Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of eight thousand five hundred (\$8,500) per annum payable as follows, viz.: in each year during the continuance of this contract the sum of two thousand five hundred dollars (\$2,500) on

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the first day of July; three thousand dollars (\$3,000) on the first day of October, and the balance of three thousand dollars (\$3,000) on the closing of navigation as hereinbefore defined; provided, however, that it shall be after the close of the service during the current year, and during the further continuance of this contract at the option of the contractors to discontinue the calls hereinbefore specified at Matane, Ste. Felicite, Mechins, St. Antoine and Douglastown; and in case they so elect the subsequent subsidy payable during the balance of the time covered by this contract shall be at the rate of seven thousand five hundred dollars per annum payable as follows: Two thousand five hundred dollars (\$2,500) on the first days of each of the months of July and October occurring during the further continuance of this contract, and a like sum of two thousand five hundred dollars (\$2,500) on the completion of each year's service as hereinbefore defined;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

'8. The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Gaspesian* (formerly the *Warkworth*) was built at Wallsend in 1874 of iron, and registered at Quebec in 1904. Length, 160 feet 8 inches; breadth, 27 feet 1 inch; depth of hold, 11 feet 3 inches; net tonnage, 287; gross tonnage, 490; 70 nominal horse-power; speed, 10 knots.

During the calendar year 1905 there were 15 voyages performed.

The distance between Montreal and Gaspé Basin is stated to be 620 miles. The total distance actually run by the steamer during the period above mentioned was 18,600 miles.

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The number of passengers carried during the year 1905 was, outward 961, inward 986; total, 1,947.

The amount of freight carried was, outward 1,290 tons, inward 426 tons; total 1,716 tons.

The amount of subsidy paid for services actually performed during the calendar year 1905 was \$8,500.

161.

For two or three years past a service of from two to four trips in the autumn was run between Charlottetown, P.E.I., and ports in Great Britain. The year before last it was performed by steamers of the Manchester Liners, Limited, to Manchester, England. Last season no service was run for the reason that Prince Edward Island had not sufficient produce to export to warrant the expense of running the service, and it is yet too early to state what will be the prospect for the coming autumn. The vote is taken as usual in case it is found feasible to run the service.

162.

This service is performed by the Manchester Liners, Ltd, of Manchester, England, under terms of a contract bearing date the 11th May, 1905, and which expires on the 30th June, 1906. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors being the owners and proprietors of the steamers, the *Manchester Importer, Manchester Shipper, Manchester Trader, Manchester City, Manchester Commerce* and *Manchester Corporation*, will, on the first day of July next, following the date of these presents, place the said steamers on the route between Canada and the city of Manchester, in England, and will therewith or with other steamers of like class and capacity approved by the minister, maintain for the period of one year from the said first day of July a regular fortnightly service between Canada and the said city of Manchester, that is to say, sailing from each of the terminal ports of Montreal or St. John, as the case may be, and from Manchester on such fixed dates as may be sanctioned by the minister, and at regular intervals of not more than fourteen days, such dates to be duly advertised by the contractors; the sailings during the season of navigation on the River St. Lawrence to be from the port of Montreal, in the province of Quebec, to the said city of Manchester, and from Manchester to the said port of Montreal, calling on all voyages both outwards and inwards at the port of Quebec, in the said province; and during the balance of the year when navigation is closed on the said River St. Lawrence sailing from the port of St. John in the province of New Brunswick, to the said city of Manchester, and from Manchester to the said port of St. John, calling on all voyages inwards, that is, from Manchester to St. John, at the port of Halifax, in the province of Nova Scotia; and it is further understood and agreed that the contractors shall arrange that every facility is afforded for the carriage of any freight that may be offered at Halifax for Manchester, which freights shall be taken on board at Halifax on westbound trips, and that the freight rates to be charged on these goods shall not be higher than would be charged were the goods shipped direct; and as regards the steamers provided with cold storage, the contractors shall, while employed in this service, maintain the appliances connected therewith in constant efficiency and shall operate the same at all times while cargo is being stowed or carried in the compartments set aside for the purpose.

2. 'It is understood and agreed and is a condition precedent to the payment of the subsidy as hereinafter provided, or any portion thereof, that the freight rates

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which have been or may be charged by the contractors on goods carried or which may be carried by the said steamers between the ports above named during the continuance of, and under the terms of this contract, shall not exceed the rates current by other vessels or other lines less the rates charged or chargeable by the Manchester Ship Canal Company for use of or for towage through the said canal or both.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of thirty-five thousand dollars (\$35,000) per annum payable as follows: one quarter, or the sum of eight thousand seven hundred and fifty dollars (\$8,750) during the month of October, 1905; one quarter, or eight thousand seven hundred and fifty dollars (\$8,750) during the month of January, 1906; one quarter, or eight thousand seven hundred and fifty dollars (\$8,750) during the month of April, 1906; and the balance of eight thousand seven hundred and fifty dollars (\$8,750) on the completion of the service on the first day of July, 1906;

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within forty-eight hours of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so: it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

4. 'The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent

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and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

5. 'The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from St. John or Montreal as hereinbefore provided, on through bills of lading to Manchester from any place in the provinces of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to Manchester via any United States route or port; and on west-bound trips the rates from Manchester to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John or Montreal and Manchester aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

'7. The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Manchester Importer* was built at West Hartlepool in 1899, of steel, and registered at Manchester in the same year; length, 370 feet; breadth, 48 feet; depth of hold, 34 feet; net tonnage, 2,538; gross tonnage, 4,028; 379 nominal horse-power; speed, 12 knots.

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The ss. *Manchester Trader* (formerly the *Parkmore*) was built at Londonderry in 1890, of steel, and registered at Manchester in 1898; length, 340 feet; breadth, 42 feet 7 inches; depth of hold, 27 feet; net tonnage, 2,136; gross tonnage, 3,318; 300 nominal horse-power; speed, 12 knots.

The ss. *Manchester Shipper* was built at West Hartlepool, in 1900, of steel, and registered at Manchester in the same year; length, 370 feet; breadth, 48 feet; depth of hold, 26 feet 3 inches; net tonnage, 2,542; gross tonnage, 4,038; 379 nominal horse-power; speed, 12 knots.

The ss. *Manchester City* was built at Middlesbrough, in 1898, of steel, and registered at Manchester in the same year; length, 445 feet 4 inches; breadth, 52 feet; depth of hold, 30 feet; net tonnage, 3,727; gross tonnage, 5,833; 400 nominal horse-power; speed, 12 knots.

The ss. *Manchester Commerce* was built at Hartlepool, in 1899, of steel, and registered at Manchester in the same year; length, 430 feet 7 inches; breadth, 48 feet 2 inches; depth of hold, 30 feet 8 inches; net tonnage, 3,444; gross tonnage, 5,363; 498 nominal horse-power; speed, 12 knots.

The ss. *Manchester Corporation* was built at Hartlepool, in 1899, of steel, and registered at Manchester in the same year; length, 430 feet 5 inches; breadth, 48 feet 1 inch; depth of hold, 30 feet 8 inches; net tonnage, 3,586; gross tonnage, 5,474; 357 nominal horse-power; speed, 12 knots.

The ss. *Manchester Merchant* (another steamer used on the service) was built at Howdon-on-Tyne in 1904 of steel, and registered at Manchester in the same year. Length, 360 feet; breadth, 48 feet; depth of hold, 28 feet 1 inch; net tonnage, 2,707; gross tonnage, 4,152; 400 nominal horse-power; speed, 12 knots.

During the calendar year there were 33 trips run, not including 6 supplementary sailings outside of the contract.

The distances between terminal ports are given as follows: Between Manchester and Montreal, calling both ways at Quebec, 2,995 miles; between Manchester and St. John, calling at Halifax on west-bound trips, 2,717 miles. The total distance actually run by the regular steamers is stated to be 185,008 miles; by supplementary steamers, 3,260 miles; total distance run, 188,268 miles.

There are no passengers carried on these steamers.

The amount of freight carried during the calendar year 1905 was: By regular steamers inward, 21,724 tons; outward, 124,834; total, 146,558 tons; by supplementary steamers inward, 3,443 tons; outward, 7,810 tons; total, 11,253 tons. Total freight carried by all steamers, 157,811 tons.

The subsidy paid for services actually performed during the year was \$35,000.

163.

This service is performed by Messrs. Furness, Withy & Company, Limited, and Elder Dempster & Company, Limited, Montreal, under terms of a contract bearing date the 12th August, 1902, and which expires on October 1, 1907. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'During the term of five years from the first day of October, one thousand nine hundred and two the contractors shall well and efficiently provide work and maintain a service (hereinafter called "the service") of cargo and mail carrying steamships of the descriptions hereinafter mentioned sailing from Montreal and calling at Quebec, and at the option of the contractors at other Canadian ports during the St. Lawrence season; and from St. John and calling at Halifax, and at the option of the contractors at other Canadian ports during the remainder of the year (hereinafter called "the Canadian ports"), and proceeding direct to Cape Town and such other South African ports (not less than two other ports) as may be arranged (here-

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inafter called "the South African ports"), upon and subject to the conditions and provisions hereinafter contained.

2. 'The contractors shall at all times during the said term provide and maintain such steamships of the descriptions hereinafter mentioned (hereinafter called "the steamers") as may from time to time be required for the purposes of the service. Each of the steamers shall:—

(a) Be a British vessel of not less than five thousand tons deadweight capacity, furnished with adequate cargo space, and shall be a good substantial and efficient steam vessel of adequate power and speed, and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the service within the respective times herein stipulated, and shall be provided and kept by the contractors seaworthy and in complete repair and readiness to the satisfaction of the Dominion government.

(b) 'When employed on the service maintain an average rate of speed of not less than ten knots an hour.

(c) Be suitably fitted with cold storage accommodation and appliances which shall from time to time be the best known for the purpose and capable of carrying in such cold storage not less than two hundred tons of cargo. Provided the contractors shall from time to time in the event of goods offering for shipment provide such further cold storage accommodation as shall be sufficient to meet the requirements of the trade offering.

(d) 'Be supplied with an adequate number of boats and shall be fitted with electric light and all modern appliances and conveniences and be otherwise constructed, fitted and equipped properly and substantially in a manner suitable for all the requirements of the service and to the satisfaction in all respects of the Dominion government, and shall be subject to the approval of that government; provided that the contractors shall from time to time, in the event of goods being offered for shipment, provide further vessels having such carrying capacity, accommodation and appliances as shall be sufficient to meet the requirements of the trade offering.

3. 'The steamers are:—

(a) 'To carry all mails sent under the authority of the Postmaster General of the Dominion of Canada (hereinafter called "the Postmaster General") for transmission from Canada to South Africa, irrespective of their origin and ultimate destination.

(b) 'Except such letters as are not required by law to pass through the post office, the contractors shall not receive or permit to be received for conveyance on board any steamship any letters other than those mentioned. No mails shall be conveyed by any such steamship on behalf of any colony or foreign country without the permission of the Postmaster General. The whole postage of any mail conveyed by any steamship shall under all circumstances be at the disposal of the Postmaster General.

(c) 'The term "mails" to include all boxes, bags, baskets or packets of or containing letters, books or printed papers or parcels, and all other articles which under the Post Office Act and Regulations for the time being are transmissible by post without regard either to the place to which they may be addressed or to that in which they may have originated; and also all empty boxes, bags, baskets, packets, parcels or other receptacles and other stores and articles used or to be used in carrying on the post office service.

(d) 'The contractors at their own cost to provide sufficient and convenient accommodation and space for the mails in each steamer to the satisfaction of the Postmaster General (such accommodation to be as far removed from either end of the ship as may be reasonably possible), to be under lock and key and to be fitted up and lighted as he may approve for keeping the mails whilst under conveyance therein, and the services of the crew of every vessel shall from time to time be given in the conveyance of the mails to and from the mail room or rooms.

(e) 'The mails are to be received by the contractors at the wharfs at Montreal, Quebec, Halifax, St. John or other Canadian port as the case may be, and the expense of conveying the mails to the steamships from the wharfs at the said places to be

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borne by the contractors, and the landing and delivery to the nearest post office at each port of call of all mails in South Africa shall be performed by the contractors at their own cost and to the satisfaction of the Postmaster General.

(f) 'The contractors shall be responsible for the loss or damage of any parcel or registered postal packet of any kind conveyed or tendered for conveyance under the contract unless such loss or damage be caused or occasioned by act of God, the King's enemies, pirates, restraints of princes, rulers or peoples, jettison, barratry, fire, collision or perils or accidents of the seas, rivers and stream navigation; and in the event of any such loss or damage except as aforesaid the contractors shall be liable to pay to the Dominion government in respect of each parcel or registered postal packet so lost or damaged subject to the proviso hereinafter contained, such sum of money as shall be equal to the amount which may have been awarded and paid by the Dominion government at their sole option and discretion to the sender or addressee of such parcel or registered postal packet, as compensation for the loss or damage thereof, but not in any case exceeding one pound sterling per parcel or two pounds sterling per registered postal packet.

4. 'The contractors shall on the first day of October, one thousand nine hundred and two, and thereafter during the said term of five years, at least monthly during the first seven days of each month, cause one of the steamers properly found in all respects, to leave one of the Canadian ports, and thence proceed direct to one of the South African ports, and thence to call at the others of the South African ports; and the contractors further agree in the event of goods being offered for shipment, to provide such additional vessels having such carrying capacity and accommodation and appliances as shall be sufficient to meet the requirements of the trade offered.

6. 'No preference, priority or advantage whatsoever shall be granted by the contractors as regards the shipment and conveyance of any goods or products directly or indirectly against shippers of Canadian goods and products, who shall always have precedence for such Canadian goods and products over all other shippers, provided that such shippers in respect of such Canadian goods and products shall give not less than ten days' notice in writing to the contractors at their office at the port of shipment, specifying the nature and amount of such goods and products before the date advertised for the departure of any steamer of their intention to ship goods and products, and who shall at the same time, if required by the contractors, pay a deposit of not less than ten per cent upon the freight chargeable in respect of the carriage of such goods and products, and subject thereto the contractors shall ship all such goods and products in order of priority according to the time at which the same shall be actually received by the contractors for shipment.

7. 'The rates charged by the contractors shall under the same circumstances be the same scale of rates to all shippers and classes of shippers for each class of goods, so that no undue advantage, privilege or monopoly may be afforded to any person or classes of persons in respect of such rates.

8. 'The contractors shall not grant to any railway corporation in Canada any advantage, privilege or preference whatsoever against any other such railway corporation, but shall grant to all such railway corporations under the like circumstances equal advantages, privileges and facilities.

15. 'If the contractors shall well and faithfully perform all and every the covenants, agreements and stipulations herein set forth and contained by the contractors to be done and performed, the Dominion government shall well and truly pay or cause to be paid to the contractors during the continuance of this contract an annual subsidy of the sum of thirty thousand pounds sterling from and out of the proper moneys of the Dominion of Canada, the same to be paid and payable in the city of Ottawa in four quarterly payments payable in the months of January, April, July and October in each and every year during the continuance of this agreement, and subject always to such subsidy being voted by the parliament of the Dominion of Canada.

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16. The contractors shall not in respect of the service receive or accept any subsidy or aid pecuniary or otherwise from any colony or foreign country or any provincial, civic or municipal authority or any person or persons or corporation or corporations, and should any such subsidy or aid be received by the contractors, the Dominion government may deduct the amount thereof from the amount of the next quarterly payment due and owing under this contract, and so from time to time and as often as the contractors receive such subsidy or aid from any colonial or foreign government, provincial, civic or municipal authority or any person or persons or corporation or corporations; but this provision is not to be deemed as a permission or authority for the contractors receiving any such subsidy or aid.

The steamships performing this service are as follows:—

SS. *Wyandotte* (formerly the *Lord Roberts*) built at Dumbarton in 1900 of steel and registered at Belfast in the same year; length, 375 feet; breadth, 48 feet 5 inches; depth of hold, 26 feet 4 inches; net tonnage, 2,712; gross tonnage, 4,204; 396 nominal horse power; speed, 10 knots.

SS. *Melville*, built at Port Glasgow in 1902 of steel and registered at Liverpool in the same year; length, 385 feet; breadth, 48 feet 8 inches; depth of hold, 26 feet 9 inches; net tonnage, 2,872; gross tonnage, 4,439; 393 nominal horse power; speed, 10 knots.

SS. *Canada Cape*, built at Howdon-on-Tyne in 1904 of steel and registered at Liverpool in the same year; length, 360 feet; breadth, 48 feet; depth of hold, 28 feet 1 inch; net tonnage, 2,795; gross tonnage, 4,286; 372 nominal horse power; speed 10 knots.

SS. *Oriana*, built at Howdon-on-Tyne in 1902 of steel and registered at Hartlepool W. in the same year; length, 382 feet; breadth, 48 feet 1 inch; depth of hold, 28 feet; net tonnage, 2,882; gross tonnage, 4,419; 390 nominal horse power; speed 10 knots.

SS. *Birmingham*, built at West Hartlepool in 1901 of steel and registered at the same place in the same year; length, 345 feet; breadth, 47 feet 9 inches; depth of hold, 27 feet 6 inches; net tonnage, 2,612; gross tonnage, 4,027; 306 nominal horse power; speed, 10 knots.

SS. *Montauk* (formerly the *Strathfillan*) built at West Hartlepool in 1894 of steel and registered at Liverpool in 1899; length, 365 feet; breadth, 47 feet; depth of hold, 27 feet 1 inch; net tonnage, 2,612; gross tonnage, 4,040; 450 nominal horse power; speed, 10 knots.

During the calendar year 1905 there were 13 voyages run on this service.

The distance between St. John and South Africa is given as 6,978 miles; between Montreal and South Africa as 7,338 miles. The total distance actually run during the period above mentioned is stated to be 93,594 miles.

The amount of freight carried during the same period is given as: Inward, 819 tons; outward, 53,066 tons; total freight carried, 53,885 tons.

The amount of subsidy paid for services actually performed during the year 1905 was \$146,000.

164.

This service is performed by the Victoria Steamship Company, Limited, of Baddeck, N.S., under terms of a contract bearing date the 26th March, 1904, and which expires on the 1st April, 1906. The principal provisions, aside from those common to all contracts are as follows:—

1. 'The contractors will on the first day of April next, after the date of these presents, place their steamer the *Blue Hill* on the route between Baddeck, Iona and Grand Narrows, and will during the continuance of this contract with the said steamer or with some other steamer satisfactory to the minister, perform during the season of

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navigation between Baddeck, Iona and Grand Narrows two full round trips daily each way, calling both going and coming at McKay's Point when wharf at that point is completed, one trip in each fortnight during the season of open navigation to be extended to Big Pond and East Bay.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. 'This contract shall remain in force until the first day of April, in the year 1906, unless sooner terminated by the minister under the clause 18 of the contract.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of five thousand dollars (\$5,000) per annum payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of twelve hundred and fifty dollars (\$1,250); on the first day of October, the sum of twelve hundred and fifty dollars (\$1,250); on the first day of January, the sum of twelve hundred and fifty dollars (\$1,250); and on the first day of April, the sum of twelve hundred and fifty dollars (\$1,250);

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

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The ss. *Blue Hill*, above referred to, was built in 1887 at East Boston, U.S.A., of wood and registered at Halifax in 1893; length, 135 feet; breadth, 18 feet; depth of hold, 7 feet; net tonnage, 98; gross tonnage, 196; 38 nominal horse power.

The distance between terminal ports is given as 39 miles.

The total number of passengers carried during the calendar year 1905 is given as 3,852.

The total amount of freight carried during the same period is stated to be 685 tons.

The total amount of subsidy paid for services performed during the same period was \$5,825. This includes an amount of \$825 placed in Supply Estimates for extra trips in July, August and September to meet fast trains during the tourist season.

The above contract was renewed on the same terms to March 31, 1908.

165.

This service is performed by the Richmond Steamship Company, of Sydney, N.S. The contract under which the service has heretofore been run expired at the close of navigation, 1905. Provision is made for a continuance on the same terms, which are as follows:—

1. 'The contractors having at the earliest opening of navigation in the present year, that is to say, as soon as the ice did permit of the running of the steamer over the routes hereinafter specified, placed their steamer, the *Vega*, on such routes, and have from time to time carried on and maintained and will continue to carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, until the close of navigation in the winter next succeeding the date of these presents, that is to say, until the ice will not permit of the running of the steamer over the said route, and so in like manner during the season of open navigation in the year one thousand nine hundred and five, the following service, viz.: Two full round trips each week between Port Mulgrave, Poulamond, Grandique, St. Peters, Johnston's Harbour, Irish Cove and Grand Narrows, all situate on or contiguous to the waters of the Strait of Canso and the Great Bras d'Or Lake, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week to extend to West Bay, all situate on or contiguous to the Great Bras d'Or Lake.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote providing for the payment of the subsidy.

3. 'This contract shall remain in force until the closing of navigation in the year one thousand nine hundred and five.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of six thousand dollars (\$6,000) per annum payable as follows:—

In each year during the continuance of this contract, on the first day of July the sum of one thousand five hundred dollars (\$1,500); on the first day of October, one thousand five hundred dollars (\$1,500); on the first day of December, one thousand five hundred dollars (\$1,500); and the balance of one thousand five hundred dollars (\$1,500) on the completion of the season's services as herein contracted to be performed;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as

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terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Richmond* was used in the performance of this service; a screw steamer, built in 1905; length, 112 feet 5 inches; breadth, 18 feet; depth of hold, 8 feet 3 inches; net tonnage, 105; gross tonnage, 162; speed, 9½ knots.

During the calendar year there were run 68 round trips between Grand Narrows and Mulgrave, and 136 trips between Marble Mountain and Grand Narrows; also 68 trips between Marble Mountain and West Bay, not included in the contract.

The distance between Grand Narrows and Mulgrave is given as 66 miles, and between Grand Narrows and Marble Mountain 17 miles; between Marble Mountain and West Bay 13 miles. The total number of miles run during the season above referred to, including extra trips to West Bay, is stated to be 15,368.

During the same period there were 1,315 passengers carried.

The amount of freight carried was 685 tons.

The amount of subsidy paid for services actually performed during the calendar year 1905 was \$6,000.

166.

This service is run by the Interprovincial Navigation Company, of Canada, Limited, of Campbellton, N.B., under terms of a contract bearing date October 6, 1904, and which expires on the close of navigation, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors on the opening of navigation on the route between Campbellton aforesaid and Gaspé basin, in the province of Quebec, in the spring of the year one thousand nine hundred and five, that is to say, as soon as the ice will permit of the running of steamer over the said route, will place a new screw steamer now building and

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as yet unmanned, guaranteed to rate A. 1 at Lloyds, of a length over all of 180 feet, breadth 31 feet, draft 9 feet, gross tonnage about 1,000 tons, net tonnage about 600 tons, of a speed of 12 knots per hour, fully and properly fitted for the accommodation of between 90 and 100 first-class and 50 or more second-class passengers, heated by steam and equipped throughout with electric lights, and having adequate accommodation for such freight as may be offered for conveyance over said route; and will with such steamer maintain a regular semi-weekly service from such opening of navigation to the close thereof in the autumn of the said year, that is to say, until the ice will not permit of the running of the steamer over the said route, during which period there shall be made at least 60 full round trips from Campbellton to Gaspé basin aforesaid and return, and so in like manner during each year covered by this contract.

‘On each trip run both to and from Gaspé basin as aforesaid the steamer shall call at each of the ports of Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, Paspébiac, St. Godfroi, Port Daniel, L’Anse aux Bascons, Newport, Grand Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de mal Baie, Percé, Point Peter, Douglastown and Grand Greve.

2. ‘This contract shall remain in force until the closing of navigation in the year one thousand nine hundred and nine, unless sooner terminated by the minister under the provisions of section 17 hereof.

3. ‘Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of fifteen thousand dollars (\$15,000) per annum in equal instalments of five thousand dollars (\$5,000) on each first day of July and October occurring during the continuance of this contract, and the balance of five thousand dollars (\$5,000) of each yearly amount on the completion of each year’s service as hereinbefore contracted for; it being understood, declared and agreed that if for any reason there should not have been run in any one season at least sixty full round trips, there shall be deducted a proportionate amount from the final payment otherwise due for such year’s service;

‘Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. ‘The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper

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officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Lady Eileen*, used in the performance of this service, is a steel vessel built at Glasgow in 1905; is licensed to carry 500 passengers and has sleeping accommodation for 100; is electric lighted throughout and heated by steam; steam steering gear; duplicate telegraph and telephone communication between the wheel-house and the engine room; is fitted with a powerful search light and patent anchors and has electric bells throughout the ship. Length, 185 feet; breadth, 31 feet; net tonnage, 526; speed, 12 knots.

There were 60 voyages run during the calendar year 1905.

The total mileage performed during the same period is stated to be 27,000.

The number of passengers carried during 1905—both ways—is given as 8,191.

The amount of freight carried both ways was 4,065 tons.

The amount of subsidy paid for services performed during the calendar year 1905 was \$15,000.

167.

The contract for this service as run last season was with R. J. Leslie. It expired on the close of navigation, 1905. Correspondence with his estate indicates that they will not seek to run the service during the coming season. Arrangements will, therefore, have to be made with some other company, if the service is to be continued.

The amount of subsidy paid for services actually performed during the calendar year 1905 was \$2,000.

168.

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under the terms of a contract bearing date the 30th October, 1905, and which expires on the 31st March, 1907. The principal provisions, aside from those common to all contracts, are as follows :—

1. 'The contractors having on the first day of April prior to the date of these presents placed their steamers the *Malcolm Cann* of 78 tons net register and the *John L. Cann* of 81 tons net register on the routes hereinafter specified in sub-sections A, B and C of this clause, and having from said date carried on and maintained and will during the further continuance of this contract continue to carry on and maintain by means of the said steamers or either of them, or such other steamers as may be approved by the minister the following services :—

(a) 'Between Port Mulgrave and Canso, in the province of Nova Scotia, one full trip daily each way (Sunday excepted), calling on all trips both going and coming at Arichat in Nova Scotia if so required by the minister.

(b) 'Between Port Mulgrave and Cheticamp from the opening of navigation, that is to say, as soon as the ice did or will permit of the running of a boat over the route, one full round trip each week, calling on all trips both going and coming at Port Hastings, Port Hawkesbury, Broad Cove Mines and Margaree Harbour until the clos-

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ing of navigation, that is to say, until the ice will not permit of the running of a boat over the said route.

(c) 'Between Port Mulgrave and Guysboro', in the province of Nova Scotia, from the 1st of April afore-said to the closing of navigation over the route as defined in subsection (b), of this clause, four full round trips each week, and from the closing of navigation to the 31st March in the following year three full round trips each week.

'The said services to be continued in like manner during the succeeding year covered by this contract.

2. 'It is further agreed and provided that during the months of February and March in each year the contractors be allowed to remove one boat at a time for painting, cleaning, &c., and that during that time the one boat perform both of the services A and C, giving Canso and Guysboro' each an alternate day.

3. 'The minister may authorize any change or changes in the services as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

4. 'This contract shall remain in force until the 31st day of March, in the year one thousand nine hundred and seven.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of eight thousand dollars (\$8,000) per annum, which subsidy shall be payable as follows :—

'In the month of November next following the date of these presents the sum of four thousand dollars, and the balance of four thousand dollars on the completion of one year's services as herein contracted to be performed, and so in like manner during the further continuance of this contract.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; provided, however in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence to that effect being furnished to the minister he may direct that no deduction shall be made from the subsidy otherwise payable for the trip so missed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of the mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid; and provided, further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents, and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

7. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper

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officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

The ss. *Malcolm Cann* was built at Lockeport, in 1898, of wood, and registered at Yarmouth, N.S., in the same year. Length, 112 feet; breadth, 20 feet 1 inch; depth of hold, 10 feet 8 inches; net tonnage, 78; gross tonnage, 212; 53 nominal horse-power; speed, 11 knots.

The ss. *John L. Cann* was built at Yarmouth, in 1891, of wood, and registered at the same place in 1896. Length, 97 feet 8 inches; breadth, 19 feet 8 inches; depth of hold, 9 feet; net tonnage, 77; gross tonnage, 166; 34 nominal horse-power; speed, 9½ knots.

During the calendar year 1905 there were 184 return voyages made to Guysboro; 33 return to Cheticamp, and from Canso to Mulgrave, 262; making 479 trips run altogether.

The distance between terminal ports is given as follows: Guysboro to Mulgrave, 29½ miles; Mulgrave to Cheticamp, 81 miles; Canso to Mulgrave, 24 miles. During the period above mentioned there were run on the Guysboro route 10,856 miles; on the Cheticamp route, 5,346 miles; and between Canso and Mulgrave, 14,176 miles, making the total mileage performed, 30,378.

The number of passengers carried was 2,516 on the Guysboro, Mulgrave and Cheticamp routes; 2,437 on the Canso and Mulgrave service; total, 4,953.

The amount of freight carried was: Guysboro, Mulgrave and Cheticamp, 1,950 tons; Canso and Mulgrave, 1,718 tons; making a total freight carried of 3,668 tons.

The total amount of subsidy paid for services actually performed during the calendar year 1905 was \$7,968.88.

169.

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, N.S., under terms of a contract bearing date the 25th January, 1905, and which expires on the close of navigation, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having agreed on the opening of navigation in the year next after these presents, that is to say, as soon as the ice will permit of the running of a steamer over the route, to place their steamer, the *Elaine*, on the route between Sydney and Whycomagh, and will with the said steamer or some other steamer satisfactory to the minister, continue to perform the following service:—

'From the opening of navigation to the 15th June, and from the 15th of October to the close of navigation in each year, two full round trips each week; and from the 15th of June to the 15th of October three full round trips each week, between Sydney and Whycomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boullarderie, Baddeck and Little Narrows.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

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3. 'This contract shall remain in force until the close of navigation in the year nineteen hundred and eight.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand dollars (\$1,000) payable, one-half or the sum of five hundred dollars (\$500) on the 15th of August and the balance or the sum of five hundred dollars (\$500) on the completion of the service in each year during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

This service is now performed by the ss. *Marion*, built at New York in 1876, of wood, and registered at Halifax in 1883; length, 142 feet 4 inches; breadth, 26 feet 5 inches; depth of hold, 8 feet; net tonnage, 269; gross tonnage, 478; 49 nominal horse-power; speed, 10 knots.

The number of passengers carried during the calendar year 1905 from Sydney to Whycocomagh is given as 1,906; from Whycocomagh to Sydney, 2,002; total carried, 3,908.

The amount of freight carried during the same period is stated to be: From Sydney to Whycocomagh, 690 tons; from Whycocomagh to Sydney, 850; total freight carried, 1,540 tons.

The amount of subsidy paid for services actually performed during the same year was \$1,000.

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170.

This service is performed by the Deer Island and Campobello Steamboat Company, of St. Stephen, N.B., under terms of a contract bearing date February 1, 1905, and which expires on December 31, 1907. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the first day of January last placed the steamer *Viking* on the route between Le Tete and St. Stephen, both in the province of New Brunswick, have maintained and will continue to maintain until the thirty-first day of December, in the year one thousand nine hundred and seven, the following service:—

'From the first of January to the first of May, and from the first of November to the thirty-first of December, in each year during the continuance of this contract, two round trips each week between the above mentioned ports, calling en route both going and coming at Back Bay, Lord's Cove, Richardsonville, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and from the first of May to the first of November three full round trips each week between the same ports, calling both going and returning at the above mentioned places; provided, however, that the minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

2. 'Subject to the future conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy of three thousand dollars (\$3,000) per annum, payable as follows:—

The sum of one thousand dollars (\$1,000) on the first day of July, and the balance, viz., two thousand dollars (\$2,000) on the completion of the service in each year during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate reduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of the presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

4. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call

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herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy hereinmentioned or provided for.'

The ss. *Viking* was built at Astubula, U.S.A., in 1891, of wood, and registered at St. Andrews, N.B., in 1897; length, 75 feet 3 in.; breadth, 21 feet 1 in.; depth of hold, 6 feet 4 in.; net tonnage, 87; gross tonnage 128; 17 nominal horse-power.

During the calendar year 1905 there were 312 trips run on this service.

The distance between terminal ports is given as forty-nine miles.

The amount of subsidy paid for services actually performed during the same year was \$3,000.

171.

This service is performed by Messrs. Holliday Bros., of Quebec, under terms of a contract bearing date the 10th of June, 1905, and which expires on the close of navigation in 1909. The principal provisions aside from those common to all contracts are as follows:—

1. 'The contractors having on the opening of navigation on the River St. Lawrence in the spring of the present year, that is to say, as soon as the ice did permit of the running of a boat over the said route, placed the steamer *King Edward* on the route between Quebec and Natashquan on the north shore of the River St. Lawrence; and later, that is to say, during the month of May ultimo, did also place the steamer *Aranmore* on the said route, and will with the said steamers continue to carry on and maintain a regular service of six round voyages during each month of the remaining season of open navigation on the River St. Lawrence, and so in like manner during each year of the continuance of this contract, in manner as follows:—

(a) 'From Quebec to Natashquan three round voyages each month, calling both ways on all trips at Godbout, Point du Monts, Trinity Bay, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point, Mingan and Esquimaux Point one of such trips to be extended during each season to Blanc Sablon; and in addition thereto:—

(b) 'From Quebec to Esquimaux Point three round voyages each month, calling both ways on all trips at the intermediate ports or places aforementioned.

2. 'This contract shall remain in force to the close of navigation in the year one thousand nine hundred and nine.

3. 'The said steamer *King Edward* is guaranteed to be of four hundred tons gross measurement, with an average speed capacity of 12 knots per hour, with passenger accommodation for 30 saloon and 50 steerage passengers, and with a carrying capacity of from 1,500 to 2,000 barrels, lighted with electricity and classed A1 Lloyds. And the steamer *Aranmore* is in like manner guaranteed to be of eleven hundred and seventy tons gross measurement, like average speed, and with adequate accommodation for not less than 75 first-class, 20 second-class and 100 steerage or deck passengers.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty thousand dollars (\$20,000) per annum payable as follows, viz.: In each year during the continuance of the contract the sum of six thousand dollars (\$6,000) on the first day of July;

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six thousand dollars (\$6,000) on the first day of October; and the balance of eight thousand dollars (\$8,000) on the closing of navigation as hereinbefore defined:

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

7. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *King Edward* was built at Beverly, in 1902, of steel, and registered at Hull in the same year; length, 149 feet; breadth, 24 feet; depth of hold, 11 feet 1 inch; net tonnage, 155; gross tonnage, 355; 84 nominal horse-power; speed 14 knots.

The ss. *Aranmore* was built at Dundee in 1890, of iron, and registered at Glasgow in the same year; length, 241 feet 5 inches; breadth 34 feet 8 inches; depth of hold, 15 feet 7 inches; net tonnage, 500; gross tonnage, 1,170; 260 nominal horse-power; speed, 14 knots.

During the calendar year there were 31 round trips made on this service.

The distance between terminal ports is given as 780 miles, and the total distance actually run during the period above referred to is stated to be 33,240 miles.

The passengers carried outward numbered 1,355; inward, 1,535; total, 2,890.

The amount of freight carried outward was 15,986 tons; inward, 4,550; total freight, 20,536.

The amount of subsidy paid for services actually performed during the year 1905 was \$18,000.

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, C.B., under terms of a contract bearing date January 25, 1905, and

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which expires on the close of navigation, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having agreed on the opening of navigation next after the date of these presents, that is to say, as soon as the ice will permit of running, to place their steamer the *Weymouth* on the routes between Sydney and St. Anne's Bay and Bay St. Lawrence, and from that date will maintain and will, with the said steamer or some other steamer satisfactory to the minister, continue to maintain the following service:—

'From the opening of navigation as aforesaid until the fifteenth day of June, and from the fifteenth day of October to the close of navigation in each year, that is to say, until the ice will not permit of the running of a steamer over the routes, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil's Harbour, Aspey Bay and Cape North; and from the fifteenth day of October two full round trips each week between Sydney and St. Anne's Bay with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence with calls at Aspey Bay and Cape North.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. 'This contract shall remain in force to the close of navigation in the year nineteen hundred and eight.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand five hundred dollars (\$1,500), payable one-half, or the sum of seven hundred and fifty dollars (\$750) on the fifteenth of August, and the balance or the sum of seven hundred and fifty dollars (\$750) on the completion of the service in each year during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid; and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

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6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Weymouth* above referred to, was built at Weymouth Bridge, N.S., in 1890, of wood, and registered at Pictou, N.S., in 1897. Length, 102 feet 7 inches; breadth, 19 feet; depth of hold, 7 feet 6 inches; net tonnage, 106; gross tonnage, 154; 26 nominal horse-power; speed, 10 knots.

The distance from Sydney to Bay St. Lawrence is stated to be 75 miles.

During the calendar year 1905 the number of passengers carried was as follows:—

Sydney to St. Anne's.. . . .	588
St. Anne's to Sydney.. . . .	667
Sydney to Bay St. Lawrence... . .	871
Bay St. Lawrence to Sydney.. . . .	1,026
Total.. . . .	3,152

The amount of freight carried during the same period was as follows:—

Sydney to St. Anne's... . .	675 tons.
St. Anne's to Sydney... . .	84 "
Sydney to Bay St. Lawrence... . .	762 "
Bay St. Lawrence to Sydney... . .	236 "
Total.. . . .	1,757 "

The amount of subsidy paid for services actually performed during the calendar year 1905 was \$1,500.

173.

This service is performed by the Halifax and Canso Steamship Company, Limited, under terms of a contract bearing date April 27, 1903, and which expires July 1, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The said contractors having prior to the date hereof, that is to say, in the month of January last passed, placed the steamer *Lunenburg*, which steamer they will replace by the *Strathcona*, now building, and have maintained and will continue to maintain therewith a regular weekly service between Canso and Halifax both in the province of Nova Scotia, calling on all voyages both ways at Port Dufferin, Seneca, Isaac's Harbour, Goldboro and Whitehead, all in the province of Nova Scotia, as well as at other port or ports as may be from time to time required by the minister.

2. 'This contract shall remain in force unless sooner terminated under conditions hereinafter expressed, until the first day of July, one thousand nine hundred and eight;

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and it is understood and agreed that the minister may authorize any change or changes in the above service as may not be inconsistent with the terms of the vote covering the payment of the subsidy therefor.

'It is guaranteed on the part of the contractors that the steamer *Strathcona* above referred to shall have a cargo capacity equal to one thousand barrels, with passenger accommodation for thirty passengers; electric lighted throughout, and fitted with proper and adequate refrigeration for the carrying of fresh fish.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of four thousand dollars (\$4,000) per annum, payable as follows, that is to say:—

Two thousand dollars (\$2,000) or such portion thereof as may be earned on the first day of July next following the date of these presents; a like sum on the first day of January next following; and the balance on completion of the service herein contracted to be performed;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Strathcona* was built at Port Clyde, N.S., in 1903, of wood and registered at Halifax, N.S., in the same year; length, 128 ft. 5 in.; breadth, 26 ft.; depth of hold, 9 ft. 6 in.; net tonnage, 172; gross tonnage, 284; 52 nominal horse power; speed, 12 knots. The steamer has cold storage compartment for the carrying fresh fish, and has a carrying capacity of 1,500 barrels.

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During the calendar year 1905 there were 51 round trips performed.

The distance between terminal ports, including steaming in and out of intermediate ports, is 208 miles. The total distance run during the season is stated to be 21,216 miles.

The total number of passengers carried during the same period was 1,307.

The amount of freight carried was : outward, 4,850 tons; inward, 1,280 tons; total freight, 6,130 tons.

The amount of subsidy paid for services actually performed during the calendar year 1905 was \$4,000.

174.

This amount has been voted for two or three seasons past, but the service has never been taken up.

175.

This service is run by the Department of Public Works, making connection with the Intercolonial Railway service.

176 and 177.

A contract for these services was entered into with the Canadian Pacific Navigation Company on August 15, 1902, which expired June 30, 1905. The department was notified by the Canadian Pacific Railway Company that they did not propose to continue the service to Skagway and therefore no contract was renewed with them; but it has since transpired that they did continue the service and are still running it in the same manner as when running under the contract, the principal provisions of which, aside from those common to all contracts are as follows:—

1. 'The contractors having prior to the first day of July last past placed steamers necessary to properly perform the services hereinafter specified, and of a class as regards size, speed and equipment satisfactory to the minister; and having from that date, and will hereafter during the continuance of this agreement, run the same on and over the routes, and in the manner as follows, viz.:—

'*Route A.*—Between Victoria and Vancouver, in the Province of British Columbia, and Skagway, Alaska.

'*Route B.*—Between Victoria and Vancouver aforesaid, and Naas Harbour and Skidegate, also in the Province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

'*Route C.*—Between Victoria aforesaid and Ahousset, Quatsino and Cape Scott, also in the Province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

2. '*Over route A.*—There shall be run four complete round trips during each of the months of June, July, August, September and October, in each year covered by this agreement; and not less than three complete round trips each month during the months of March, April and May, and two complete round trips during each of the months of November, December, January and February in each year covered by this agreement. The days of sailing from Victoria and Vancouver shall be such as are approved by the minister, and in event of change such change shall be duly advertised at least two weeks in advance.

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3. *Over route B*, there shall be run two complete round trips each month during the continuance of this agreement, calling on all trips both ways, weather permitting, at Alert Bay, Rivers Inlet, Wanborough, Bella Bella, Lowe Inlet, Port Simpson, Quathiaski Cove, Claxton, Port Essington, Inverness, Metlakatla, to Naas Harbour, and at such other ports or places as the minister may require or direct, calling once each month at Skidegate and Bella Coola alternately; also calling on all trips one way only at Aberdeen.

4. '*Over route C*, there shall be run during the continuance of this agreement in the months of April to September, inclusive, in each year, four complete round trips as follows: Two from Victoria to Ahousset only; one to Ahousset and Quatsino, and one to Ahousset, Quatsino and Cape Scott; and in the remaining months in each year, three complete round trips from Victoria to Ahousset and return, one of which to be continued to Cape Scott, calling both ways on all trips run over this route, weather permitting, at Port Renfrew, New Alberni, Ucluelet and Clayoquot, and on one trip in each month at Hesquiat, Friendly Cove, Nooyka Sound, Nuchatilitz, Kyuquot, Winter Harbour, Fregon, Coal Harbour and Yreka Mine; and on all trips at such other intermediate ports or places as the minister may require or direct. On outward trips only, steamers employed in carrying out the provisions of this contract, especially with reference to route A., will have the privilege of calling at American ports in Alaska, anything in section thirteen (13) to the contrary notwithstanding.

5. This agreement shall remain in force and have effect until the thirtieth day of June, one thousand nine hundred and five, unless sooner terminated by mutual consent or under the provisions of section nineteen hereof.

7. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

20. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of fifteen thousand dollars (\$15,000) per annum, that is to say, for the due performance of the services over the routes A. and B. as above enumerated in sections, one, two and three, at the rate of twelve thousand five hundred dollars (\$12,500) per annum; and over the route C. as above, at the rate of two thousand five hundred dollars (\$2,500) per annum, payable in quarterly instalments on the first day of each of the months of October, January, April and July in each year covered by this agreement, of three thousand one hundred and twenty-five dollars (\$3,125) for services A. and B., and of six hundred and twenty-five dollars (\$625) for service C.

21. 'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by

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His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The steamers performing these services are as follows:—

Route A.—SS. *Amur*, built at Sunderland in 1890, of steel, and registered at Victoria, B.C., in 1900; length, 216 feet; breadth, 28 feet 1 inch; depth of hold, 17 feet 9 inches; net tonnage, 570; gross tonnage, 907; 150 nominal horse-power; speed, 14 knots.

The ss. *Princess May* (formerly the *Hating*) was built at Newcastle-on-Tyne, in 1888, of steel, and registered at Vancouver, B.C., in 1903; length, 249 feet; breadth, 33 feet 2 inches; depth of hold, 17 feet 7 inches; net tonnage, 697; gross tonnage, 1,394; 450 nominal horse-power; speed, 16 knots.

Route B.—The ss. *Princess Beatrice* was built at Victoria, B.C., in 1903, of wood, and registered at the same place the same year; length, 193 feet 4 inches; breadth, 37 feet 4 inches; depth of hold, 15 feet 2 inches; net tonnage, 635; gross tonnage, 1,290; 124 nominal horse-power; speed, 15 knots.

The ss. *Tees* was built at Thornaby-on-Tees, in 1893, of steel, and registered at Victoria, B.C., in 1899; length, 165 feet; breadth, 26 feet; depth of hold, 10 feet 8 inches; net tonnage, 441; gross tonnage, 679; 95 nominal horse-power; speed, 12 knots.

Route C.—The ss. *Queen City*, built at Vancouver, B.C., in 1894, of wood, and registered at Victoria, B.C., in 1898; length, 116 feet; breadth, 27 feet; depth of hold, 10 feet; net tonnage, 244; gross tonnage, 391; 34 nominal horse-power; speed, 10 knots.

During the calendar year 1905 there were 18 voyages run over route A.; 27 over route B., and 42 over route C.; making the total number of voyages run 87.

The distances between ports is given as follows: Route A., 987 miles; route B., 812 miles; route C., 478 miles.

The total distance actually run during the period above mentioned is stated to be: Route A., 35,550 miles; route B., 46,837; route C., 28,642; total distance run under this service, 111,029 miles.

The number of passengers carried during the same year was as follows:—

Route A.—Outward..	694	
Inward...	214	
	<hr/>	908
Route B.—Outward..	2,706	
Inward...	1,872	
	<hr/>	4,578
Route C.—Outward..	1,267	
Inward...	1,669	
	<hr/>	2,936
	<hr/>	
Total..		8,422

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The amount of freight carried was as follows:—

	Tons.	Tons.
Route A.—Outward..	3,941	
Inward...	84	
	—	4,025
Route B.—Outward..	3,109	
Inward...	1,122	
	—	4,231
Route C.—Outward..	5,022	
Inward...	1,545	
	—	6,567
		—
		14,823

The amount of subsidy paid for services actually performed during the calendar year 1905 was \$6,250, for routes A. and B.; \$3,750, for route C.; total, \$10,000.

178.

This service was run last year under terms of a contract bearing date April 26, 1905, which expired at the close of navigation, 1905. On account of the loss of the steamer *Lunenburg*, the companion ship of the *Amelia*, it is not certain at the present moment what, if any, steamer can be put on the route for the coming year. The vote, however, is taken in case it is found feasible to again run the service.

The principal provisions of the former contract aside from those common to all contracts were as follows:—

1. ‘The contractor owning or having control of the steamer *Amelia*, of a capacity of three hundred tons, classed 100 AI at Lloyds, with passenger accommodation for not less than twenty-five first-class and one hundred second-class passengers, will on the earliest opening of navigation after the date of these presents place the same on a route between Charlottetown, in the province of Prince Edward Island, and Placentia, in Newfoundland, and will until the closing of navigation in the autumn next succeeding the date of these presents run with the said steamer or another steamer of equal size, capacity, speed and accommodation, approved by the minister, a regular and uninterrupted semi-monthly service between the aforementioned ports, calling on all voyages both ways after leaving Charlottetown and Placentia respectively at Pictou, Nova Scotia, Souris, Prince Edward Island, Cheticamp, North Sydney and Sydney, Nova Scotia, with the option on the part of the contractor to also call at St. Pierre Miquelon, and to omit the call at Souris on the return voyage from Placentia to Charlottetown.

‘The contractor also owning or having control of the steamer *Helen May Butler*, of a capacity of about sixty-five tons, fitted with adequate passenger accommodation for such service, will therewith run a subsidiary service from and to Bridgetown and Cardigan Bridge, Prince Edward Island, calling at the public wharfs on both sides of the Grand and Cardigan rivers and connecting at Pictou, Nova Scotia, with the main service run by the steamer *Amelia* as hereinbefore set forth.’

2. ‘Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy of eight thousand dollars (\$8,000) payable as follows, that is to say :—

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On the first days of each of the months of July and October occurring during the continuance of this contract the sum of three thousand dollars (\$3,000) and on the completion of the services as hereinbefore defined the further sum of two thousand dollars (\$2,000).

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

4. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Amelia* was built at Ayr, in 1894, of steel, and registered at Yarmouth in the same year; length, 145 feet; breadth, 22 feet 8 inches; depth of hold, 9 feet 9 inches; net tonnage, 103; gross tonnage, 357; 69 nominal horse-power; speed, 12 knots.

There were 13 voyages run during the calendar year 1905 on this service.

The distance between terminal ports is stated to be 611 miles. The total distance actually run on the service during the period above mentioned is given as 15,800 miles.

There were 800 passengers carried during the same year, and 3,200 tons of freight.

The subsidy paid for services actually performed during the calendar year 1905 was \$7,750.

This service is performed by the Union Steamship Company, of New Zealand, Limited, Managing Agents of the Canadian-Australian Royal Mail Line. The original contract, dated May 1, 1893, was with Mr. James Huddart for a term of ten years, the

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principal provisions of which, aside from those common to all contracts, were as follows:—

1. 'He will provide, establish and during the continuance of this contract maintain, continue and carry on in the manner hereinafter set forth a regular steamship service between the city of Sydney, in the island of Australia, and the city of Vancouver, in the province of British Columbia, calling at Honolulu, in the Sandwich islands, and at the outer wharf at the city of Victoria, in the said province on both outward and homeward voyages from Sydney to Vancouver, and from Vancouver to Sydney, with the option of calling at Moreton Bay or Brisbane, in Queensland, Australia; and the said service shall make connection at Sydney with all local lines of steamers running between Sydney and other ports in Australia and New Zealand, so as to provide and secure an effective monthly steamship service between British Columbia and the Australian colonies and New Zealand.

2. 'The two steamships *Miowera* and *Warrimoo* shall be regularly and continuously employed in the said service, each of which steamships is hereby warranted to be in length not less than 340 feet, in breadth not less than 45 feet, in depth not less than 25 feet 2 inches, of a gross tonnage of not less than 3,300 tons, and capable of an average speed of not less than $15\frac{1}{2}$ knots per hour; each of the said steamships is further warranted to have the most approved triple expansion machinery refrigerators for ship's use; duplicate electric light engines; special ventilation for tropical voyages; ample saloon and cabin accommodation for at least 130 passengers, and to be provided with every comfort and convenience that is to be found in the best Atlantic liners of its size. Each of the said steamships is also warranted to be of the highest class at Lloyds and to have at present London Board of Trade certificates; and each of the said steamships shall, during the continuance of this contract be at all times tight, staunch and strong, well and sufficiently manned, victualled and equipped and in every respect sea-worthy, and shall further at all times during the continuance of this contract retain the qualifications and class which it is hereinbefore warranted to possess; and the said James Huddart shall at or before the expiration of three years from the date of these presents furnish one additional steamship for the said service at least equal in all respects to those hereinbefore described, and thereafter during the remaining period for which this contract is to continue such additional steamship shall be regularly and continuously employed in the said service for at least six months in each year.

3. 'The round trip for each of the said steamships shall begin and end at Sydney, and one of the said steamships shall sail from Sydney upon its first voyage in the performance of this contract not later than the eighteenth day of May next following the date of these presents. The period of each voyage from Sydney to Vancouver and from Vancouver to Sydney, or from Moreton Bay or Brisbane to Vancouver and from Vancouver to Moreton or Brisbane in case of the said steamships calling at Moreton Bay or Brisbane, shall not exceed twenty-one days, including one day's detention at Honolulu on each voyage both outward and homeward, and the said service shall be monthly, the said steamships alternately arriving at Vancouver and at Sydney at intervals of not more than one month after the first arrival of one of the said steamships at Vancouver in the performance of this contract; provided that for the respective periods during which such additional steamships as aforesaid shall be employed in the said service the said three steamships shall alternately arrive at Vancouver and Sydney at intervals of not more than three weeks.

4. 'The said steamships shall not during the continuance of this contract call at any port in America other than those before mentioned.

7. 'During the continuance of this contract the said steamships shall at the cost and expense of the said James Huddart, his executors, administrators or assigns receive and carry on each and every voyage all such mails as shall or may be tendered for conveyance to the said steamships or to the masters or any officer on board the same at the ports of Vancouver and Victoria aforesaid by or on behalf of or under the direction of the Honourable the Postmaster General of Canada for the time being, his

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officers, agents or servants, and shall deliver such mails at their proper ports of destination upon the sailing route of the said steamships as hereinbefore indicated; and in order to the due and proper performance of this covenant the said steamships shall each be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the Honourable the Postmaster General of Canada for the time being; and the said James Huddart, his executors, administrators or assigns shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamships for loss, damage or injury in any way, and he and they shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the said James Huddart, his executors, administrators or assigns, or his or their agents or servants or on the part of the officers, employees or crew on board the said steamships.

9. 'The Honourable the Postmaster General of Canada shall in case of need and for the purpose of duly forwarding such mails as may be required, have the right to delay the sailing of any of the said steamships for the space of twenty-four hours.

12. 'This contract shall not nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained, unless it be to a joint stock company of which the said James Huddart shall be a principal stockholder.

14. 'And Her Majesty for herself, her heirs and successors covenants to and with the said James Huddart, his executors, administrators and assigns that he and they well and faithfully performing all and every the covenants, agreements and stipulations hereinbefore on his and their part set forth and contained, she will well and truly pay or cause to be paid to him or them during the continuance of this contract a subsidy at the rate of twenty-five thousand pounds sterling (£25,000) per annum, to be paid in proportionate instalments, in respect of each round trip fully performed; provided, however, that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the said James Huddart, his executors, administration or assigns of any of the covenants, provisions or stipulations of this contract.

15. 'This contract shall remain in force for a period of ten years from the date of these presents, provided that the minister shall have the right at any time to determine this contract and every matter and thing therein contained if it shall appear to him that there has been any breach on the part of the said James Huddart, his heirs, executors, administrators or assigns of any of the covenants, stipulations, agreements or provisions herein contained and entered into on the part of the said James Huddart, his heirs, executors, administrators or assigns; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach and his determination shall be final and conclusive.

'Provided however, and it is the true intent and meaning of these presents, that if the said steamships or either or any of them shall by perils of the sea or other unavoidable casualty be lost, destroyed or temporarily disabled from performing their voyages according to the true intent and meaning of the agreements, stipulations and provisions herein contained, such loss or disability shall not be deemed to be a breach of these presents or any manner or thing herein contained; but the said James Huddart, his executors, administrators or assigns shall in such case as soon as reasonably may be having regard to the circumstances replace the said steamship so lost or destroyed by another of equal class, speed, equipment, character, and capacity to the satisfaction and approval of the minister, or repair the damage done in case the said steamship has been only temporarily disabled and continue the said service herein contracted for with as little loss of time as possible under all circumstances; provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed; and further provided that the Minister shall be the sole and only judge and have the final right of determination as to whether any suspension or temporary discontinuance or delay in the said regular monthly service has been actu-

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ally caused by perils of the sea or other unavoidable casualties within the meaning of this proviso and his finding and determination thereon shall be conclusive.'

This contract was continued with the Union Steamship Company of New Zealand, Limited, as managing agents of the Canadian Australian Royal Mail Line, for a period of two years from the 1st May, 1903, with an increased subsidy in consideration of an improved service. The principal provisions of this agreement are as follows:—

'Whereas by agreement dated the first day of May, one thousand eight hundred and ninety-three, copy of which is annexed hereto, Mr. James Huddart contracted to provide, establish and carry on a mail service under and subject to the terms, covenants and conditions contained in the said agreement, between the city of Sydney in the Commonwealth of Australia and the city of Vancouver in the province of British Columbia; and whereas the said agreement having expired, and whereas the contractors having performed the said service from the date of the said expiry of the said agreement up to and including the date of these presents, and further agree to continue carrying on the mail services on the terms and subject to the conditions and covenants set out in the said agreement for a further period of two years from the first day of May, 1903, in all respects as if the said agreement had originally been made to expire on the first day of May, 1905, save and except the increased subsidy hereinafter mentioned to be paid from and after the first day of May, 1903, and the further provision hereinafter mentioned with reference to the repairing and improving of the steamship *Miowera*.

'Now this agreement witnesseth that in consideration of the premises it has been agreed between the Honourable the Minister of Trade and Commerce for himself and his successors in office and the contractors for themselves and their assigns as follows:—

1. 'That the contractors having performed the said service from the date of the expiry of the said agreement up to and including the date of these presents and further agree to continue carrying on the mail services specified in the said agreement for two years from the first day of May, 1903, and observe and perform all conditions and covenants in the said agreement, and this agreement on their part to be observed and performed.

3. 'That the Minister of Trade and Commerce shall pay or cause to be paid to the contractors, subject to their faithful performance of all covenants, agreements and stipulations, to be performed on their part, pursuant to the said agreement, and this agreement, a subsidy at the rate of thirty-four thousand and ninety pounds, eighteen shillings and two pence (£34,090 18s. 2d.) per annum, being an increase of nine thousand and ninety pounds eighteen shillings and two pence (£9,090 18s. 2d.) to be paid in proportionate instalments in respect of each round trip fully performed.

4. 'That the contractors, having repaired and improved the steamship *Miowera*, one of the steamships employed in the service under the said agreement, so as to be equal to either the *Moana* or the *Aorangi*, the two other steamships employed in the said service, such steamer shall be employed regularly and continuously in the said service.'

This agreement was further continued for a period of one or two years, the terms of which are as follows:—

1. 'That the contractors shall carry on the mail services specified in the said agreement for one year from the first day of August, 1905.

2. 'That the contractors shall carry on the mail services specified in this agreement for a further term of twelve months from the first day of August, 1906, unless either party to this agreement gives written notice to the contrary three months before the thirty-first day of July, 1906.

3. 'That the Minister of Trade and Commerce shall pay or cause to be paid to the contractors monthly, subject to their faithful performance of all covenants and stipulations to be performed on their part pursuant to this agreement, a subsidy at the rate of thirty-seven thousand and ninety pounds, eighteen shillings and two pence

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sterling (£37,090 18s. 2d.) per annum, being an increase of three thousand pounds (£3,000) per annum, to be paid in proportionate instalments in respect of each round trip fully performed.'

The steamships employed in this service are as follows :—

SS. *Aorangi* built at Glasgow in 1883 of steel and registered at London in 1888; length, 389 ft.; breadth, 46 ft.; depth of hold, 31 ft. 9 in.; net tonnage, 2,782; gross tonnage, 4,268; 550 nominal horse power; speed, 14·3 knots.

SS. *Miowera* built at Wallsend in 1892 of steel and registered at London in the same year; length, 345 ft.; breadth, 42 ft. 2 in.; depth of hold, 25 ft. 1 in.; net tonnage, 1,888; gross tonnage, 3,393; 490 nominal horse power; speed 14·3 knots.

SS. *Moana* built at Dumbarton in 1897 of steel and registered at Dunedin, N.Z., in the same year; length, 350 ft. 4 in.; breadth, 44 ft. 1 in.; depth of hold, 32 ft. 6 in.; net tonnage, 2,414; gross tonnage, 3,915; 372 nominal horse power; speed, 14·3 knots.

SS. *Manuka* built at Dumbarton in 1903 of steel and registered at Dunedin, N.Z., in 1904; length, 368 ft. 7 in.; breadth, 47 ft. 2 in.; depth of hold, 31 ft. 1 in.; net tonnage, 2,784; gross tonnage, 4,535; 357 nominal horse power; speed 14·3 knots.

There were 13 round trips run during the calendar year 1905.

The distance between Vancouver and Sydney is stated to be 6,965 miles; the total distance run during the period above mentioned is given as 181,090 miles.

During the same period there were 974 passengers carried outward; 1,808 inward; making a total of 2,782.

The freight carried was : outward, 11,370 tons; inward, 11,458 tons; total, 22,828 tons.

The subsidy paid for services performed during the calendar year 1905 was \$186,839.26.

180.

No contract has been awarded for this service, and no subsidy was paid in 1905.

181.

This service is performed by Messrs. Price Bros., of Quebec, under terms of a contract bearing date January 2, 1906, and which expires on April 30, 1906. The principal provisions, aside from those common to all contracts, are as follows :—

1. 'The contractors being owners of and having control of the steam-tug *Muriel*, of sixty-four tons gross register, did on the first day of November last past place the same on service between St. Catherines Bay and Tadousac, both in the province of Quebec, and have since that date and will continue therewith to run regular daily trips between the said places, that is to say, have and will run at least two round trips each and every day until the thirtieth day of April next following the date of these presents.

2. 'This contract shall, unless otherwise terminated under the provisions of section eight hereof, remain in force and have effect only until the said thirtieth day of April next.

4. 'The contractors shall during the performance of this contract convey on each and every trip of the steamer performing the aforementioned service, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, and

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shall deliver all such mails at their proper destinations at the terminal ports above referred to; and the expenses of carrying such mails from the post offices to the steamer and from the steamer to the post offices at the terminal ports shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

9. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of two thousand and five hundred dollars (\$2,500), payable on completion of the service hereinbefore contracted for;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The ss. *Muriel* was built at Quebec, in 1902, of wood, and registered at the same place in the same year; length, 69 feet; breadth, 16 feet 8 inches; depth of hold, 7 feet; net tonnage, 44; gross tonnage, 64; 24 nominal horse-power; speed, 8 knots.

During the calendar year 1905 the steamer made 258 trips.

The distance between St. Catharine's Bay and Tadousac is given as 2 miles; the total distance run during the above mentioned period was 1,032 miles.

The number of passengers carried during the same period was 1,068.

The amount of freight carried was 74 tons (including mails).

The amount of subsidy paid was \$2,000.

182.

This service is performed by Messrs. Hugh Cann & Son, Yarmouth, N.S., under terms of a contract bearing date October 19, 1905, and which expires on March 31, 1907. The principal provisions, aside from those common to all contracts, are as follows: -

1. 'The contractors having prior to the first day of July last occurring before the date of these presents, placed the steamer *Percy Cann* on the Petit de Grat, Arichat

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and Mulgrave route, in the province of Nova Scotia, and having since that date and will therewith or with the assistance when necessary of a substitute steamer approved of by the minister, continue to perform a steamship service to consist of one full round trip each way daily (Sundays excepted), calling on all trips both going and coming at Arichat and at West Arichat, such service to be regular and uninterrupted except as hereinafter provided during the continuance of this contract, that is to say, until the thirty-first day of the month of March, in the year 1907.

2. 'It is further agreed and provided, that during the month of April next following the date of these presents the contractors shall be allowed to remove the steamer performing this service for painting, cleaning, &c., and during that time the steamer performing the Canso-Mulgrave service shall, in lieu thereof, call at Arichat on each trip both going and coming.

3. 'Provided, however, in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trips so missed, and clause 5 in this contract is hereby modified with this sole intent and meaning.

4. 'This contract shall cease and determine on the aforementioned thirty-first day of March, one thousand nine hundred and seven, unless sooner terminated as hereinafter provided or unless continued for another year from that date at the option of the minister.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) per annum, which subsidy shall be payable as follows:—

The sum of seven hundred and fifty dollars (\$750) during the current month of October; and a like sum of seven hundred and fifty dollars (\$750) during each of the months of January, April, July and October thereafter occurring during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned at terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the Minister properly certified and authentic vouchers and documents, showing to the satisfaction of the Minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the Minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract and that the decision of the Minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

7. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers

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or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Percy Cann* (formerly the *Westport*) was built at Meteghan, N.S., in 1892, of wood, and registered at Yarmouth, N.S., in 1899; length, 77 feet; breadth 17 feet 1 inch; depth of hold 6 feet 6 inches; net tonnage 56; gross tonnage 80; 13½ nominal horse power; speed 8½ knots.

During the calendar year 1905 there were 254 round trips performed.

The distance between Petit de Grat and Mulgrave is given as 32 miles; the total distance run during the period above mentioned was 16,256 miles.

The number of passengers carried during the same period was 1,757.

The amount of freight carried is stated to be 1,152 tons.

The amount of subsidy paid for services performed during the calendar year 1905, was \$2,971.70.

183.

This service is performed by Messrs. Elder Dempster and Company, of Liverpool, England, under terms of a contract bearing date June 7, 1905, and which is to continue for one year. The principal provisions, aside from those common to all contracts, are as follows :—

1. 'The contractors owning and controlling the steamships of the gross and net tonnage hereinafter mentioned, viz., *Yoruba*, 3,000 gross, 1,913 net; *Angola*, 2,831 gross, 1,811 net; *Dahomey*, 2,854 gross, 1,828 net; *Coomassie*, 2,840 gross, 1,841 net; each of the three last named having passenger accommodation for not less than 30 first-class and 20 second-class passengers; and all of which are guaranteed as rating at Lloyds 100 A1, will in the month of July next after the date of these presents, or earlier, place such steamships as may be necessary to fulfil the terms of this agreement on a route between the Dominion of Canada and the Island of Cuba as hereinafter stated; and will maintain the same for a period of one year from the date of the first sailing from Canada, a monthly service as follows :—

(a) 'From the port of Montreal during the season of open navigation on the River St. Lawrence, calling at Charlottetown, in the province of Prince Edward Island, Halifax, in the province of Nova Scotia and at Nassau, in the Bahama Islands, to a port or ports in Cuba; and upon all return voyages calling at the said ports; and,

(b) 'During the season of closed navigation on the River St. Lawrence, from the port of Halifax, calling at Nassau, in the Bahama Islands to a port or ports in Cuba, and returning to Halifax calling at the said port of Nassau; the said sailing from the Canadian ports of departure being at regular intervals on such fixed dates as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of sailings, and completing during the continuance of this contract twelve full round voyages.

2. 'Each of the said steamers while employed as herein agreed shall on all north and south bound voyages run at an average speed of not less than ten knots per hour extraordinary conditions of the weather excepted.

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3. 'It is understood and agreed that at the option of the minister the service herein contracted for may be extended to the Republic of Mexico, calling on all south bound voyages at the ports of Progreso, Coatzacoalcas, Vera Cruz and Tampico, with the option on the part of the contractors of calling at any of the said Mexican ports on the north bound voyages; and in case the service is so extended to Mexico the steamers may carry and land in Cuba on southbound voyages cargo and passengers, and may take on board at Cuban ports both cargo and passengers for Mexico, and on all north bound voyages from Mexico may take on board cargo and passengers for any Cuban port, but shall not take cargo at Cuban ports for Canada.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of sixty thousand dollars per annum for the hereinbefore specified service between Canada and Cuba, in quarterly payments of fifteen thousand dollars each; or in case the service is extended to Mexico, as hereinbefore provided, the full subsidy payable shall be at the rate of one hundred thousand dollars per annum, payable in quarterly instalments of twenty-five thousand dollars each, or such portion thereof as may have been earned during the quarters ended the last days of September, December, March and June occurring during the continuance of this contract; provided always that should the Mexican government contribute to the service, such amount or amounts so contributed shall be held to be in part payment of such subsidy and the amount payable as above shall abate accordingly.

5. 'It is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or paid at any time unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents.

6. 'It is understood and agreed to be a further condition of these presents that the contractors shall prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct: and it is also agreed that in case either of the steamers herein named, or a substitute steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port; provided, however, that the minister may authorize any vessel to sail at an earlier or later date than that specified in such time-table should he for any reason deem it advisable to do so.

7. 'It is understood and agreed that in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

8. 'The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence as soon after the completion of each voyage as may be, furnish to the minister

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full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof; and if in the opinion of the minister all the terms of this contract have not been fully complied with by the contractors, he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

9. 'The contractors shall, prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both north and south bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on south bound trips sailing from any Canadian port as herein provided, on through bills of lading to Cuban or other foreign ports specified in this contract, from any place in the provinces of Ontario and Quebec or from any Canadian points farther west shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the Canadian ports aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

11. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with

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the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Yoruba* was built at Whiteinch, in 1894, of steel, and registered at Liverpool in 1897; length, 322 feet; breadth, 42 feet 3 inches; depth of hold, 25 feet 6 inches; net tonnage, 1,913; gross tonnage, 3,000; 280 nominal horse-power.

The ss. *Angola* was built at Middlesbrough, in 1891, of steel, and registered at London in the same year; length, 312 feet; breadth, 39 feet 2 inches; depth of hold, 24 feet 6 inches; net tonnage, 1,811; gross tonnage, 2,831; 240 nominal horse-power; speed, 10 knots. This vessel was wrecked off Havana, December 10, and was replaced by the *Coomassie* as below.

The ss. *Dahomey* was built at Middlesbrough, in 1891, of steel, and registered at London in the same year; length, 312 feet; breadth, 40 feet; depth of hold, 24 feet 6 inches; net tonnage, 1,828; gross tonnage, 2,854; 240 nominal horse-power; speed, 10 knots.

The ss. *Coomassie* was built at Barrow, in 1890, of steel, and registered at London in 1896; length, 311 feet 6 inches; breadth, 39 feet 2 inches; depth of hold, 24 feet 7 inches; net tonnage, 1,841; gross tonnage, 2,840; 240 nominal horse-power.

From the commencement of the service to December 31, 1905, there were 10 voyages performed.

The distance between Montreal and Tampico is given as 3,772 miles; the total distance actually performed by the steamers during the period above mentioned was 37,720 miles.

The number of passengers carried during the same period was: Southbound, 92; northbound, 19; total, 111.

The amount of freight carried was: Southbound, 8,816 tons; northbound, 3,952 tons; total, 12,768 tons.

The amount of subsidy paid for services actually performed to the end of the calendar year 1905 was \$33,333.33.

184.

This service is performed by the Insular Steamship Company, Limited, of Westport, N.S., under terms of a contract bearing date September 26, 1905, and which expires on June 30, 1906. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having prior to the first day of July last placed their screw steamer, the *Westport III*, a vessel of 101 feet in length, 21 feet breadth and of a depth of 9 feet, of a gross registered tonnage of 140 tons, with adequate passenger accommodation and cabins for both gentlemen and ladies, on a route between St. John, in the province of New Brunswick, and Westport and Yarmouth, in the province of Nova Scotia, and including trips already run will prior to the thirty-first day of October proximo inclusive run the said steamer not less than sixteen trips between the said ports and return, calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, and will continue with the said steamer or with a substitute steamer sanctioned by the Minister, to perform a regular service between the said ports and return, making sixteen trips between November 1 next and March 31, 1906, inclusive, calling at intermediate ports both ways unless ice prevent, and making twelve trips from April 1, 1906, to June 30, 1906, inclusive, on which last named date this contract shall determine and cease to be in force unless continued for another year from such last named date on like terms and conditions at the option of the minister.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well

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and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand and five hundred dollars (\$1,500) payable quarterly in sums of three hundred and seventy-five dollars (\$375) each during the months of October, January, April and July next following the date of these presents, and so in like manner during any continuance of this contract as hereinbefore provided;

‘Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.’

The ss. *Westport III.*, above referred to, was built at Shelburne, N.S., in 1903, of wood and registered at Yarmouth, N.S., in the same year; length, 101 feet; breadth 21 feet, 3 inches; depth of hold, 9 feet; net tonnage, 49; gross tonnage, 140; 24 nominal horse-power; speed, 10 knots.

During the calendar year 1905, there were 47 trips performed on this service.

The distance between St. John and Yarmouth is given as 90 miles; the total distance run during the period above referred to was 12,220 miles.

The number of passengers carried during the same period was 2,373.

The amount of freight carried was 2,025 tons.

The amount of subsidy paid for services performed during the calendar year 1905 was \$1,500.

185.

This service is performed by the Valley Steamship Company, Limited, of Granville Ferry, N.S., under terms of a contract bearing date the 7th October, 1904, and which expired on the 1st July, 1905. This contract was renewed for a period of one year, the principal provisions being as follows:—

1. ‘The contractors having prior to the 1st day of July last past, placed their steamer the *Granville*, a vessel of 105 feet in length, 22 feet breadth, with a draft when loaded of 10 feet, having a carrying capacity equal to one thousand barrels of cargo, and adequate passenger accommodation for 40 passengers with a speed of 10 knots per hour, on a route between the port of St. John in the province of New Brunswick, and the ports of Annapolis Royal and Granville Ferry all in the province of Nova Scotia, and having since that date regularly run the said steamer weekly over the said route, will continue to so run for one year from said date, calling on all trips both ways at

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Victoria Beach and Littlewoods wharf (opposite Goat island), and when tide and weather will permit will continue such trips to Granville Centre and Round Hill, with the privilege on the part of the contractors of further extending the route to Bridgetown all in the province of Nova Scotia; it being understood and agreed, however, that during the winter months in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

2. 'This contract shall remain in force for one year from the said first day of July last past, unless sooner terminated under the provisions of section 10 hereof, but may be continued for a further period of one year at the option of the Minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand and five hundred dollars (\$1,500) payable one-fourth or the sum of three hundred and seventy-five dollars (\$375) on each of the first days of October, January and April occurring during the continuance of this contract; and the balance of equal sum on the completion of the year's service.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The ss. *Granville* above referred to, was built at Shelburne, N.S., in 1904 of wood and registered at Yarmouth, N.S., in the same year; length, 97 ft., breadth, 21 ft. 6 in.; depth of hold, 9 ft.; net tonnage, 49; gross tonnage, 134; 30 nominal horse power; speed, 10 knots.

The distance between terminal ports is stated to be 75 miles; the total distance run during the calendar year 1905 is given as 7,500 miles.

The number of passengers carried during the same period was 103.

The amount of freight carried was 2,554 tons.

The amount of subsidy paid for services performed during the calendar year 1905 was \$1,500.

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186.

No arrangements have yet been entered into for the running of this service during the season of 1906. The amount is asked for in case it should be found necessary to put on the service in order to move the fruit crop, as was done in the year 1904.

The service was not run during the year 1905.

187.

No contract has been entered into for this service.

The vote last year read 'St. John, Cumberland & Minas Basin,' but no service has ever been run.

188.

This service is performed under the terms of a contract entered into with Richard A. Alley, of Vancouver, B.C., dated December 28, 1905, and which expires on the completion of three full years' service. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor being the owner of or having control of the steamship *Africander* of 2,742 tons gross register, and other steamers, will therewith within three months from the date hereof or with steamships of like class, rating, and of not less capacity, approved by the minister, establish a regular service between the port of Vancouver, in the province of British Columbia, and the ports of Auckland, Wellington, Littleton, Dunedin and Bluff, in the colony of New Zealand, such service to commence by one of the said steamers sailing from one of the said ports in New Zealand for Vancouver within three months from the date of the signing of the New Zealand agreement, to be followed by the other two months later, the first one sailing on the return from Vancouver within two months next following the date of the first sailing from New Zealand to be followed by the other two months later, and to so continue sailing from both terminal ports at intervals of two months during the continuance of this contract, with the option on the part of the contractor of calling on all or any trips at Fiji, and with the further option of also calling at the port of Victoria, in British Columbia, on any or all trips run.

2. 'It is understood and agreed that in so far as the above named ports in New Zealand are concerned, calls shall be made on each trip at three of them alternating as occasion may require, and with the option on the part of the contractor of calling at other New Zealand ports when found necessary, such further calls, however, not to interfere with the regular running of the service, or the sailing from New Zealand on such dates as may be fixed in terms hereinafter provided.

3. 'It is understood and agreed that should the traffic over the route named so increase as to warrant the putting on of larger steamers or of sailing the steamers more frequently than hereinbefore provided, the contractor is to furnish and run such steamers or such more frequent service, always subject to the approval of the minister as to sailing dates and conditions, without, however, any additional subsidy being payable than that hereinafter provided.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of ten thousand pounds sterling (£10,000) per annum, payable in five instalments of one thousand

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and six hundred pounds (£1,600) each, on the completion of each of five full round voyages; and the balance of two thousand pounds (£2,000) on the completion of a year's service as herein contracted for; and in like manner and like instalments during each year's continuance of this contract;

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within six days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so: it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

5. 'The contractor shall furnish and establish at his own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof; and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractor, he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith; and the contractor shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

6. 'The contractor shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both north and south bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not

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be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractor shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly, against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates shall in no case be greater than the ordinary rates via any United States route or port on the Pacific; and it is further understood and agreed that the said steamers shall not carry between the terminal ports aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable satisfactory evidence of that fact being furnished to the minister, then the contractor shall be allowed to make up the balance of the cargo with deals, boards or timber.

8. 'The contractor shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

10. 'The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post-cards, newspapers, parcels, books or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service or which shall ordinarily be sent by or to or from the post offices as qualified by clause 21 of this agreement.

20. 'It is understood and agreed that when other cargo is not available, the steamers employed in the service may call at a port or ports in Australia and at Honolulu to load and discharge cargo; provided always that such additional call or calls shall not be of such a character as to prevent the steamer taking up her sailing date at the appointed time from a terminal port; and it is further understood that any such variation from the usual direct route shall not be made in manner to compete with the subsidized service between Canada and Australia.

21. 'It is understood and agreed that in case of any loss or damage to "mails" (as defined by clause 10) being caused by negligence or want of proper care on the part of the contractor, his agents or servants, the maximum liability incurred and of penalty enforceable shall be limited to an amount not exceeding the subsidy payable in respect of the voyage on which such loss or damage occurred.

22. 'It is understood and agreed that penalties will not be enforced against the contractor; if it be shown that the delay in being ready to proceed to sea or to comply with any other terms of this contract has arisen without neglect or default of the

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contractor, his agents or servants, or by act of God, the King's enemies or other force majeure.

23. 'It is understood and agreed that in the event of one of the contractor's steamers having started on her voyage and the minister shall decide to terminate this contract for any cause or reason beyond the control of and not being the fault of the contractor, the said steamer shall be deemed to have earned the subsidy for the voyage on which she has sailed.

24. 'This contract shall not nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

25. 'It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

26. 'The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

27. 'The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

28. 'It is further conditioned, understood and agreed that this contract is subject to the granting by the New Zealand government of a like yearly subsidy to that heretofore provided, failing which this agreement is to be null and void from the time such New Zealand subsidy ceases.

29. 'This contract shall terminate on the completion of three full years' service unless sooner terminated under the provisions of sections 18, 19 or 28 hereof.'

The ss. *Afrikander* above referred to was built in Middlesbrough in 1892 of steel and registered at London in the same year; length, 309 ft. 5 in.; breadth, 40 ft. 6 in.; depth of hold, 25 ft. 4 in.; net tonnage, 1,772; gross tonnage, 2,742; 500 nominal horse-power.

The other steamer to be employed on the service, the *Bucentaur* (formerly the *Colong*) was built at Govan in 1893 of steel and registered at London in the same year; length, 360 ft.; breadth, 44 ft. 2 in.; depth of hold, 26 ft. 2 in.; net tonnage, 2,284; gross tonnage, 3,593; 550 nominal horse-power.

The first steamer to go on the route is at present on her way from England to New Zealand to take up the service. She is expected to sail from New Zealand early in April, to be followed two months later by the other steamer.

189.

This service is performed by the Boscowitz Steamship Co., Ltd., of Victoria, B.C., under terms of a contract bearing date January 18, 1906, the principal provisions of which, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the twin-screw steamer *Venture* of 489 tons net register, of a speed of ten knots per hour, and having adequate passenger accommodation for sixty first-class and two hundred and fifty deck or third-class passengers, presently running a regular service with said steamer between Victoria, Vancouver and ports on the mainland of British Columbia as far north as Naas River, and having during the months of October and December last past run therewith one trip in each of the said months from Port Essington on the mainland to Masset on Graham island, one of the Queen Charlotte group of islands, and return to Port Essington and will during the further continuance of this contract continue to run a regular service between said Port Essington and Masset and return one round trip each second

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month until six full round trips have been so run including the two already run, the next trip to leave Port Essington on or about the fourth day of February next following the date of these presents.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of one hundred dollars (\$100) for each complete round trip hereinbefore contracted to be performed, payable at such rate on the first day of July next following the date of these presents for all trips duly run and completed prior to that date, and the balance on the full completion of the service.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

3. 'This contract shall unless sooner terminated under the provisions of sections sixteen or seventeen hereof cease and determine on the completion of the six round trips hereinbefore described and contracted for, unless continued on like terms and conditions at the option of the minister for a further period to end on the thirty-first day of March, one thousand nine hundred and seven.

5. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Venture* above referred to, was built at Victoria, B.C., in 1902 of wood and registered at the same place in the same year; length, 153 ft. 4 in.; breadth, 36 ft. 2 in.; depth of hold, 9 ft. 5 in.; net tonnage, 409 ; gross tonnage, 655 ; 19 nominal horse-power.

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This service is claimed to have been rendered in October and December, but so far no claim has been made nor statement rendered.

190.

This service is performed by the Shepody Navigation Company, Limited, of Moncton, N.B., under terms of a contract bearing date of January 10, 1906, the principal provisions of which, aside from those common to all contracts are as follows:—

1. 'The contractors having control of the steamer *Wilfred C.* of a gross tonnage of ninety-nine tons, and having placed and maintained the same in service during the season of navigation in the year one thousand nine hundred and five on a route or routes between Moncton aforesaid and ports on the Peticodiac river and other ports hereinafter mentioned in the province of New Brunswick and in the province of Nova Scotia on the Bay of Fundy, they will continue to maintain in service on such route or routes said steamer or another of like class, capacity and equipment approved by the minister, during open navigation on such routes until the thirty-first day of March in the year one thousand nine hundred and seven on which date this contract shall cease and determine unless sooner terminated in manner hereinafter provided, or unless continued at the option of the minister for another year from such date.

2. 'The service hereinbefore referred to and contracted for shall consist of regular tri-weekly trips between Moncton and Hillsboro', Edgett's Landing and Hopewell Cape, weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., Shulee and Joggins, N.S., such weekly trips to extend every second week to River Hebert, N.S.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy commencing from the first day of July, one thousand nine hundred and five at the rate of two thousand dollars (\$2,000) per annum, payable in sums of one thousand dollars (\$1,000) on the close of navigation in each year occurring during the continuance of this contract, one thousand dollars (\$1,000) on the first day of July next following the date of these presents, and five hundred dollars (\$500) on the completion of the service on the thirty-first day of March, one thousand nine hundred and seven, and in case the service is continued for another year from said date at the option of the minister as hereinbefore provided, such year's subsidy shall be payable in one sum on the close of navigation in such year.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully

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completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The ss. *Wilfrid C.* above referred to, was built at Yarmouth, N.S., in 1897 of wood, and registered at Halifax, N.S., in 1898; length, 80 ft.; breadth, 18 ft. 5 in.; depth of hold, 8 ft.; net tonnage, 48; gross tonnage, 99; 17 nominal horse-power.

No statistics have been received in connection with this service.

191.

This service is performed by the Bear River Steamship Company, Limited, of Bear River, N.S., under terms of a contract bearing date the 2nd October, 1905, and which expires on the 31st March, 1907. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors being the owners of a steamer called the *Bear River*, with a carrying capacity of 1,000 barrels freight and thirty passengers, and with a speed of nine knots per hour, will during the present month of October place the said steamer on a route between the port of St. John, in the province of New Brunswick, and Bear River and Clementsport, in the province of Nova Scotia, and will maintain therewith a regular service between the said ports or places calling on all trips both ways at Victoria Bridge and Digby in the said province of Nova Scotia, with the privilege of also calling when wharf facilities are completed at Deep Brook, in the said province; it being understood and agreed that during the winter months when the ice prevents getting to Bear River the trips may terminate at either Victoria Bridge or Digby; and further that trips to Clementsport may be omitted whenever tide and weather will not permit of a landing at that place, evidence of such inability to reach Bear River or to call at Clementsport to be furnished the minister in each case.

2. 'The service hereinbefore described and on the part of the contractors agreed to be performed, shall be regular and uninterrupted; one round trip from St. John to the ports mentioned and return shall be run each week from the commencement of the service until the thirty-first day of March in the year one thousand nine hundred and seven, unless sooner terminated in manner hereinafter provided, or unless continued at the option of the minister for another year from such date.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of one thousand and five hundred dollars (\$1,500) per annum, payable in quarterly instalments of three hundred and seventy-five dollars (\$375.00) on the first days of the months of January, April, July and October next following the date of these presents, and so in like manner during the further continuance of this contract as hereinbefore provided;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as ter-

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minal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

The ss. *Bear River*—Length, 95 ft.; breadth, 20 ft.; depth of hold, 8 ft.; registered tonnage, 70; speed, 10 knots.

The ss. *Edna* (employed for four trips until the arrival of the *Bear River*) has a length of 70 ft.; breadth, 18 ft.; depth of hold, 6 ft. 6 in.; registered tonnage, 40; speed, 8 knots.

From the commencement of the service until December 31, 1905, there were 13 trips run on this service.

The distance between terminal ports is given as 65 miles. The total distance run during the period above referred to was 1,690 miles.

During the same period there were 24 passengers carried to St. John and from St. John, 18; total passengers carried, 42.

The amount of freight carried was—to St. John, 304 tons; from St. John, 682 tons; total, 986 tons.

No subsidy has yet been paid for services performed during the calendar year 1905.

192.

A contract for this service, dated April 10, 1906, has been drawn up and is now under consideration, with the Miramichi Steam Navigation Company, Limited, of Chatham, N.B., the principal provisions of which, aside from those common to all contracts, are as follows:—

1. 'The contractors being the owners of and having control of the steamer *Alexandra* of 201 tons register, and having on or before the first day of July last past placed the same in service on a route between Newcastle, Chatham, Loggieville, Escuminac, Neguac and other ports or places all in the province of New Brunswick, and having continuously run therewith until the close of navigation on the Miramichi River and Bay a regular daily service, that is to say, having run on Mondays, Wednesdays and Fridays from Newcastle aforesaid to and calling both ways at Chatham, Loggieville, Oak Point, Church Point, Escuminac and Neguac, and on alternate days, that is to say on Tuesdays, Thursdays and Saturdays from Newcastle to and calling both ways at Chatham, Loggieville, Oak Point, Bay du Vin, Church Point and Neguac; and will on the opening of navigation during the latter part of the current month or early in the month of May next following the date of these presents resume the said services and continue to run them in like manner until the close of navigation in the autumn or winter of the current year, that is to say until the ice will not permit of the running of the said steamer over the said routes.

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2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of one thousand five hundred dollars (\$1,500) per annum, or in other words per season of open navigation, such sum being payable on the completion of the first year's service on the first day of July next following the date of these presents; and a proportionate sum not to exceed, however, one thousand one hundred and twenty-five dollars (\$1,125) on the completion of the service in the autumn or winter next following the date of these presents, at which time this contract or agreement shall cease and determine;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

4. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer, and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

The ss. *Alexandra* above referred to, was built at Chatham, N.B., in 1902, of wood and registered at the same place in the same year; length, 97 ft.; breadth, 24 ft. 6 in.; depth of hold, 9 ft.; net tonnage, 136; gross tonnage, 201; 38 nominal horsepower.

The number of passengers carried from July 1, 1905, to the close of navigation in that year is stated to be 1,300.

The amount of freight carried during the same period was 260 tons.

The total distance run is given as 12,000 miles.

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AUTHORIZED BY STATUTE.

CANADA, CHINA AND JAPAN.

This service is run under contract between the Imperial government and the Canadian Pacific Railway company, bearing date October 12, 1901, and which expired on April 6, 1906.

Aside from the usual requirements, the contract provides among other things as follows:—

2. 'Subject to the provisions of this agreement the company shall and will during the continuance of this agreement at their own costs and charges in all respects convey or cause to be conveyed once in every four weeks in each direction all mails which the Postmaster General or any of his deputies, officers, servants or agents shall from time to time require to be conveyed in either direction between Halifax or Quebec (as hereinafter provided) in the Dominion of Canada and the port of Hong Kong in China and between the several ports and places mentioned in the first schedule hereto. Such conveyance shall be effected by way of the port of Vancouver in the province of British Columbia and shall be effected between Halifax or Quebec (as the case may be) and the said port of Vancouver by means of railway trains and between the said port of Vancouver and the said port of Hong Kong by means of mail ships. All such trains and mail ships respectively shall be provided by the company and such conveyance shall be conducted throughout as one continuous and complete service; and the company shall be responsible for the safe conveyance and delivery of the mails by means of such trains and mail ships.

3. 'Subject to the provisions of this agreement all mails to be conveyed by the company in pursuance of this agreement by means of railway trains shall be conveyed over the railways of the company during the summer season or period when the navigation of the St. Lawrence river is open from and to Quebec direct to and from the mail ships to be despatched from and to arrive at the said port of Vancouver; and during the winter season or period when the navigation of the St. Lawrence river is closed from and to Halifax direct to and from the said mail ships at the said port of Vancouver.

5. 'Subject to the provisions of this agreement the conveyance of the mails between Halifax or Quebec (as the case may be) and Hong Kong shall be effected by the company in the following manner:—

(1) 'On the journey from Halifax or Quebec (as the case may be) to Hong Kong, a train to be provided by the company shall start from the Intercolonial Railway terminus at Halifax or the Louise embankment at Quebec (as the case may be) at the time appointed by the Postmaster General or so soon thereafter as the mails shall have been delivered alongside the train and can be placed in such train. The company shall load the mails in such train and such train shall proceed with the said mails to the said port of Vancouver. The company shall accept at all stations or places at which such train shall stop, such mails as shall be tendered to them under the provisions of this agreement, and at the said port of Vancouver the company shall transfer the mails conveyed under this agreement to one of the mail ships and shall accept and embark in such mail ship such other mails as may be tendered for conveyance by such mail ship at the said port of Vancouver, and the said mail ship to be so provided shall put to sea from the said port so soon as the mails are embarked and shall proceed on her voyage to Hong Kong touching or calling at the several ports or places hereinafter mentioned.

(2) 'On the journey from Hong Kong to Halifax or Quebec (as the case may be) one of the mail ships shall put to sea from Hong Kong at the time appointed by the Postmaster General and shall proceed on her voyage to Vancouver touching or calling at the several ports or places hereinafter mentioned; and at the said port of Vancouver the company shall disembark the said mails and transfer to one of the

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trains to be provided by the company all such of the said mails as are intended for conveyance to Halifax or Quebec (as the case may be) or to any station or place at which such train shall stop between Vancouver and Halifax or Quebec and shall hand the residue of the said mails to the postmaster of the said port of Vancouver; and a train to be provided by the company shall start from Vancouver so soon as such mails as first aforesaid can be placed in such train and shall proceed with the said mails to the Intercolonial railway terminus at Halifax or the Louise embankment at Quebec (as the case may be) and on arrival thereat the company shall deliver the mails to the Atlantic steamer proceeding to the United Kingdom or to any tender serving such steamer; but if no steamer be ready at Halifax or Quebec (as the case may be) to take the mails to the United Kingdom the company shall deliver the mails to the postmaster at Halifax or Quebec (as the case may be).

6. 'On the outward voyages from the port of Vancouver aforesaid to the port of Hong Kong the mail ships shall call at Yokohama and Shanghai and on the homeward voyages from the port of Hong Kong to the port of Vancouver the mail ships shall call at Shanghai and Yokohama and at the option of the company at the port of Hiogo (Kobe).

7. 'All mails to be conveyed under the provisions of this agreement by such trains and mail ships respectively as aforesaid from Halifax or Quebec (as the case may be) to the port of Hong Kong, or from Hong Kong to Halifax or Quebec (as the case may be) shall be so conveyed by the company during the continuance of this agreement within the complete and entire periods next hereinafter mentioned (that is to say) between April 1 and November 30, (both inclusive) in each year within a total period of 684 hours; and between December 1 and March 31 (both inclusive) in each year within a total period of 732 hours, which said periods respectively shall be calculated in the manner hereinafter mentioned or specified, and shall respectively include all stoppages of the mail ships and trains.

10. 'Should the Postmaster General at any time desire to deliver the mails to the company or receive the mails from the company at Montreal instead of at Halifax or Quebec, the company shall on reasonable notice make all necessary arrangements to receive or deliver the mails accordingly (as the case may be). In any such event the periods of transit aforesaid shall be reduced to 679 and 708 hours respectively in either direction, but in all other respects the provisions of this agreement shall apply *mutatis mutandis*.

35. 'In consideration of the covenants and agreements herein contained and on the part of the company to be observed and performed, and of the due and faithful performance by the company of all the services under this agreement, there shall be payable to the company during the continuance of this agreement (out of such aids or supplies as may from time to time be appropriated by parliament for that purpose) a yearly subsidy or sum after the rate of £60,000 per annum or (in the event of any such default or failure as hereinafter mentioned) so much of the said subsidy or sum as shall remain payable in respect of any year after making such deductions therefrom (if any) as hereinafter in that behalf mentioned in respect of any such default or failure.

40. (1) 'This agreement shall be deemed to have commenced on the 7th of April, 1901, and shall continue in force until the 6th day of April, 1906, and shall then absolutely determine.

(2) 'Provided nevertheless that it shall be lawful for the Postmaster General absolutely to determine this agreement on the 31st day of January, 1905, by giving to the company six calendar months' previous notice in writing to that effect under his hand or under the hand of one of the secretaries or assistant secretaries for the time being of the post office; and in the event of such notice being given this agreement shall determine accordingly on the said last mentioned day.

(3.) 'Provided also that in the event of the determination of this agreement on the 31st day of January, 1905, as hereinbefore provided, the Postmaster General shall pay to the company in addition to the subsidy or sum which may be payable to them

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under this agreement up to the 31st day of January, 1905, the sum of £7,500, which said last mentioned sum shall be received and accepted by the company in full satisfaction of all damages, expenses, claims and demands which they may sustain or incur by reason or in consequence of such earlier determination of this agreement as aforesaid.'

AUTHORIZED BY STATUTE.

CANADA AND FRANCE.

This service is performed by Messrs. H. & A. Allan, of Montreal, under terms of a contract bearing date the 9th February, 1905, to continue for a period of three years, the principal provisions of which, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling in their capacity aforesaid, the steamships *Laurentian*, *Pomeranian*, *Sardinian* or *Buenos Ayrean* will establish upon the opening of navigation in the year of the date of these presents (and with the assistance of such other steamships as may be approved by the minister) and from that time maintain for a period of three years a regular direct steamship service between a port or ports in the Dominion of Canada and a port or ports in France with the option upon the part of the contractors of extending each east bound voyage to a port or ports in Great Britain as hereinafter defined with not less than three steamers each of not less than 3,000 tons gross register, with a carrying capacity of 4,500 tons available for agricultural products, merchandise and all other kinds of freight, each of which shall also be fitted with such amount of cold storage accommodation and under such regulations as the minister may require, and thereafter during the continuance of this contract to be at all times subject to the approval of the minister. The speed of said steamers at sea when loaded and while so employed shall be during the term of this contract a minimum of not less than ten knots per hour, such steamers to be fully equipped in the most approved and modern style.

2. 'It is understood and agreed that during the season in each year of open navigation on the River St. Lawrence covered by this contract, the terminal ports in Canada shall be Montreal or Quebec, and during the season in each year of closed navigation on the St. Lawrence such terminal ports shall be Halifax or St. John at contractors' option, subject to the approval of the minister; and it is understood and agreed that the ports of call in France upon each eastbound and westbound trip shall be Cherbourg or Havre or both, at the option of the contractors, and each eastbound trip to be extended at the option of the contractors to a port or ports in Great Britain; provided, however, that in any event the first port of call after leaving Canada shall be a port in France and that the last port of departure for Canada shall also be a port in France.

3. 'It is understood and agreed that the number of round voyages from France to Canada and return as herein stipulated during the continuance of this contract shall not be less than eighteen yearly; that is to say that during the months of May to November inclusive in each year there shall be run not less than two full round voyages each month and during the remaining months of December to April inclusive in each year covered by this contract, the remaining voyages shall be performed; such service to be regular and uninterrupted with sailings on such fixed dates as may be approved of by the minister, and such dates shall be by the contractors regularly advertised at least two weeks in advance of every such sailing. It is further understood

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and agreed that at the option of the contractors the number of round voyages from France to Canada and return as herein stipulated may be increased to a maximum of twenty-four per annum, such additional voyages if run to be run regularly with sailings on such fixed dates as may be approved by the minister, and such dates shall be by the contractors regularly advertised as hereinbefore provided.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, contracts and agrees with the contractors, their heirs, executors and assigns, that the contractors, and their heirs, executors and assigns well and faithfully performing all and every the undertakings and agreements herein on the part of the contractors set forth and contained, His Majesty will well and truly pay or cause to be paid to the contractors, their executors, administrators or assigns a subsidy at the rate of one hundred thousand dollars per annum based upon and for the service of eighteen full round voyages, and so in proportion for the increased service also herein provided for; provided, however, that the total amount of subsidy to be claimed or paid for any one year's service shall in no case exceed the sum of one hundred and thirty-three thousand three hundred and thirty-three dollars and thirty-three cents, such subsidy being payable in quarterly instalments on the first day of each of the months of July, October, January and April occurring during the continuance of this contract; provided also that it is the true intent and meaning of these presents that the contractors shall have no claim to payment of any instalment of subsidy or any part thereof unless up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and unless all the provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to necessitate their being docked for repairs, the failure to perform the terms of this contract, during such accident and the time reasonably occupied in such repairs, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for such repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

8. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforesaid services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

21. 'The contractors shall have the right to cancel this contract at the end of the first season.'

The ss. *Laurentian* (formerly the *Polynesian*) was built at Greenock in 1872 of iron and registered at Glasgow in 1887; length, 400 ft.; breadth, 42 ft. 2 in.; depth of hold, 35 ft. 5 in.; net tonnage, 2,837; gross tonnage, 4,522; 570 nominal horsepower.

The ss. *Pomeranian* (formerly the *Grecian Monarch*) was built at Hull in 1882 of iron and registered at Glasgow in 1887; length, 281 ft.; breadth, 43 ft.; depth of

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hold, 33 ft. 1 in.; net tonnage, 2,700; gross tonnage, 4,207; 550 nominal horse-power; speed, $11\frac{1}{2}$ knots.

The ss. *Sardinian* was built at Greenock in 1875 of iron and registered at Glasgow in 1887; length, 400 ft.; breadth, 42 ft. 3 in.; depth of hold, 34 ft. 6 in.; net tonnage, 2,788; gross tonnage, 4,349; 600 nominal horse-power; speed, $10\frac{3}{4}$ knots.

The ss. *Buenos Ayrean* was built at Dumbarton in 1879 of steel and registered at Glasgow in the same year; length, 385 ft. 2 in.; breadth, 42 ft. 2 in.; depth of hold, 30 ft. 8 in.; net tonnage, 2,648; gross tonnage, 4,193; 287 nominal horse-power.

The ss. *Sarmatian*, also employed in this service, was built in Greenock in 1871 of iron and registered at Glasgow in 1887; length, 370 ft. 9 in.; breadth, 42 ft. 2 in.; depth of hold, 35 ft. 6 in.; net tonnage, 2,431; gross tonnage, 3,920; 360 nominal horse-power; speed, $10\frac{3}{4}$ knots.

During the calendar year 1905, there were seventeen trips run on this service.

The distance between Havre and Halifax by the shortest route is given as 2,600 miles; and the distance by the route taken by steamers going south to avoid ice is stated to be 2,785 miles.

The number of passengers carried during the period above mentioned was:—

	2nd Class.	3rd Class.	Total.
Eastbound—To London.....	108	57	165
“ —To Havre.....	198	65	263
Westbound—From London.....	908	1,286	2,194
“ —From Havre.....	431	5	439
	1,648	1,413	3,061

The amount of freight carried during the same period was:—

	Cattle.	Tons Weight.	Tons Measurement.
Eastbound —To London.....		31,206	617
“ —To Havre.....	2,127	2,826	3,963
Westbound—From London.....		13,071	1,849
“ —From Havre.....		3,219	2,638
	2,127	50,322	9,067

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to read as follows:—

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to read as follows:—

‘The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister

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to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

‘The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully sea-worthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freights to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

‘The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractors shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamers or while in the contractors’ charge or custody, from loss, damage or injury in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants, or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

‘The expression “mails” for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, postcards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

‘The contractors shall not, nor shall any of their agents or servants, or officers or crew of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty’s mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada, for the time being.

‘The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or of the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers shall be carried free of charge.

‘The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which in the opinion of the minister may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

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‘The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the minister shall be considered dangerous.

‘It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified, being provided for the purpose by a vote of the Parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damages.

‘It is declared to be the true intent and meaning of these presents, that the minister shall have the right at any time during the continuance of this contract, upon thirty days’ notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

‘This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

‘It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

‘The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

‘The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

